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PROMOTION FOR SIR CHARLES WARREN.

Why does not Lord Salisbury solve the double difficulty in which he is at present involved, by the brilliant stroke of appointing Sir Charles Warren Warden of the Marches on the Upper Zambesi? It is a month since he haughtily proclaimed the whole of the territory lying between the Limpopo and the Zambesi as belonging to the sphere of British Influence, but he has done nothing to give effect to his proclamation. The peoples inhabiting this "British sphere" are liable to be eaten up by Boer settlers from the South and Arab invaders from the north. The treasures of the land of Ophir may pass to other owners. Our allies and protégés may be destroyed by their confidence in our word, and our position in South Africa hopelessly compromised, because of the lack of a competent representative of the British Government on the banks of the Zambesi. The Empire needs such a representative, and in Sir Charles Warren there is the necessary man ready to hand.

We publish elsewhere, from the *Times*, a very interesting account of the gallant attempt which our brave missionaries on Lake Nyassa are making to stem the desolating tide of Arab war which is submerging Central Africa. We do not think that even the most embittered anti-Christian can feel other than admiration and sympathy for the little band of men who are risking all, even the continuance of the spiritual work, for which they left England and bury themselves in Africa, in order to avert from the helpless native populations the awful scourge of the slave raid. Twenty-six of them all told, Scotch and English, with 400 natives of doubtful value as fighting men, they stand a solitary outpost of civilization and humanity confronting the flood of Arab war. If they go down there is nothing to check the ravaging of Africa down to the Limpopo. The road to the Zambesi would be opened to them at once, and they will use the Lake Nyassa as the base for their piratical man-hunts to the South and the West. It is idle to say that this is none of our business. At a time when the Pope is sending Cardinal Lavigerie through Europe to preach a new holy war against the great scourge of Africa, it will not do for England, the Power which first aroused the human conscience to a sense of the horrors of slavery, to be apathetic in face of this revival and extension of the worst form of the African slave trade. Belgium, even little Belgium, is raising an armed band to proceed to Africa to oppose the advance of the Arabs, and although England has abandoned Khartoum and the Upper Nile, she cannot surrender as lightly the Zambesi, that Danube of South-eastern Africa.

To hold such a position Sir Charles Warren is obviously the right man. He knows the country; he is familiar with the people, he is equally well versed in all the wiles of Arab war and with all the prejudices of the Boers. When Mr. Childers brought him to Scotland-yard on the supersession of the Dodo, we heartily welcomed his appointment, believing that the metropolitan police stood in great need of the firm hand of an earnest and energetic reformer. If the Liberals had remained in office it is probable that we should never have had cause to regret the substitution of King Stork for King Log. Even as it was, we gave the Chief Commissioner steady and unfailing support, although the murmurs which reached us from all ranks were both loud and deep, as long as he could claim that he was only incurring unpopularity in the force by his zeal for the reformation and discipline of the police, we continued to support him loyally and faithfully. But after he reinstated Endacott that was no longer possible. From that fatal moment Sir Charles Warren has steadily gone from bad to worse, until he has now succeeded in establishing a condition of things in Scotland-yard which Lord Salisbury may well regard with uneasiness. The resignation of Mr. Monro, the chief of the Criminal Investigation Department, is merely the most conspicuous outward and visible sign of the discontent which Sir Charles has created in the force. This discontent no doubt is largely due to the excellence of his intentions and his laudable desire to undo so far as he can the evil results of his ostentatious patronage of moral miracles of the type of St. Endacott and St. Bloy, and the general embittering of the relations between the police and the public. Sir Charles might have reformed his police if he had taken care not to alienate the popular sympathy without which he is powerless. As it is he has lost his right-hand man, and is face to face with heartburnings, distractions, and discord, which render him impotent for future good.

Mr. Monro, we hear, is likely to be appointed to be Head of the Third Section of political police with which Mr. Jenkinson was formerly associated. But Sir Charles Warren stands in still more urgent need of promotion—away from Scotland-yard. He did admirably at Suakin during his brief term of office. Few pleasanter pictures have ever been seen than that of Sir Charles sitting in the market-place at Suakin on the Moslem Sabbath, winning the confidence of the people first by telling stories to the little urchins, and then by holding a kind of democratic levée or audience, which the poorest were free to attend, and where all were free to expose their grievances or to air their complaints. He has done nothing so good since he quitted Africa. He will do nothing so good till he returns to Africa again. His disappearance from Scotland-yard would be a great deliverance for the metropolis, his advent on the Zambesi as British Warden of the Marches would be an event full of promise for the future of South Africa.

THE PHILOSOPHY OF FAST TRAINS.

Improvements in our Railways.—VII. (Conclusion.)

It is time now to finish this tale, monotonous with the word "improvement," a tale with which no other country is troubled. What does it all amount to? the reader may ask. It means that our daily "express" mileage this year exceeds by more than 5,000 miles the total for last year. This extra mileage is run at an average speed (excluding stops) of about 45 miles an hour. Now, the whole of Europe cannot produce such a quantity of such high quality speed; indeed, the Continent has only about 5,000 miles at all exceeding 40 miles an hour. High speed is therefore evidently a peculiar feature of the British Isles, and its pre-eminence here would seem to indicate some peculiar characteristics in the inhabitants of England. Compared with our neighbours we abound in speed; and this must mean that we also abound in those qualities of body and mind without which that brilliant result would be impossible. Statistics, then, of express speed are not a mere idle diversion, but a study of certain essential characteristics which mark us off from other people: a survey of express trains becomes a consideration of those qualities to which England owes her success in the world.

Deferring for a moment this aspect of the matter, let us again emphasize the extraordinary express improvements of the present year. In the summer of 1883 our "express" mileage stood at 42,000; in 1885 it had grown to nearly 45,000; this summer it soars to 55,000 miles. This growth is quite out of proportion to the increase in trade or population; nor should we attribute it to competition, which is always with us a pretty constant force. What, then, has caused such development of speed? We fancy it is mostly undesigned, an inevitable programme unconsciously thrust upon each company by the gentle process of a perpetual everyday improvement in the construction of engines, rolling-stock, and permanent way. In matters of locomotion the spirit is always willing, but the mechanism is weak; with each step of added excellence in machinery we lose no time in advancing to a higher standard of performance. Then the daily requirements of this higher standard demand (there must be margin for exceptional stress) in turn still better workmanship; and so men are led by the nose by their own machines to engage in a never-ending ascent towards excellence. As was well said by Mr. Westmacott before the Institute of Mechanical Engineers—

> The mental energy and skill required to carry on work increases with the speed at which that work is performed. The materials used must be far stronger and far finer; everything must be well proportioned and balanced; there must be the most perfect arrangement in each structure and in every part of a structure; and we may say that the higher the speed the better the work; for rapidity of working brings out and perfects the highest qualities of the engineer.

On this account, if on no other, one may be pleased with the additional amount of high speed to which this summer has given birth. The increase, though of course most prominent on the arterial trunks to the North, is yet more than usually distributed in every quarter of the compass. Even on the South Western, symptoms of Northern speed have

broken out; and the public will soon discover that when once our Northern speeds are really established upon our Southern lines they too will exhibit that discipline and punctuality which a general high speed necessitates.

Yet in spite of what has occurred, the public is almost absolutely unappreciative. A nation of railway shareholders is nevertheless obdurately uninformed on railway progress. Some individuals have gone so far as to assert—in letters to the papers—that the ordinary service of the country has retrograded. Others, with scarcely sufficient hardihood for such a display of ignorance, have been ingenious enough to discover cause for complaint in the brilliant run to Crewe, to Nottingham, or from Newcastle to Edinburgh, because, poor souls, their invalid structure cannot stand the strain of these long breaks without a stop—or a "lavatory." Surely these delicate travellers are not compelled to go by the four obnoxious trains which make such lengthened runs, when there are left them seventeen other fast trains to Scotland by which they may avoid the terrible ordeal. But these emasculate critics perhaps believe they display a manly independence when they decline to admire a performance straightforwardly on its own merits. "Propose to an Englishman," wrote Mr. Babbage many years ago, "any principle or any institution, however admirable, and you will observe that the whole effort of the English mind is directed to find a difficulty, a defect, or an impossibility, in it. If you speak to him of a machine for peeling a potato, he will pronounce it impossible; if you peel a potato with it before his eyes he will declare it useless because it will not slice a pineapple." The fact is the average Englishman has been highly endowed by Nature with the critical faculty. This is an excellent thing no doubt, and if combined with a strong constructive bent would lead him to perfection. But of real creative power, the ability to do something fresh and initiative, the average Englishman is nearly destitute; and in this case the mere negative faculty of criticism is apt to become a chronic snarl or grumble. Of our own accord we scarcely ever originate, but we have an acutely sensitive eye for the flaws in the productions of other people; hence as long as they supply us with vigorous new ideas, we by submitting these to the sieve of our destructive faculty pick out the sterling points and make the new idea a practical success.

The English are notoriously great importers of foreign goods—especially of Ideas. We make up for a lack of real inventive power by a boundless eclecticism. Our ships penetrate every corner of the globe, and we pick the brains of its inhabitants everywhere, admitting all their best ideas duty free. These we develop in the womb of excellent workmanship and practical readjustment till they come forth ready to face the world and live; we are in fact, as regards our mental attributes, a very *womanly* nation, in the best sense of the word. For in the womanly gift of management, of taking the idea from some virile source outside, and then making the very best thing possible out of it, we are unapproached: but we rarely begin. Neither the New World nor Cape Horn nor the one of Good Hope was discovered by Englishmen, but it is we who have most developed the possibilities arising out of those original researches. We repulsed and ridiculed the proposal of the foreigner to create a Suez Canal; but when he had done it we embraced the result with eager arms. Almost every European nation founded colonies before us; but we have far outstripped our forerunners in that sphere of enterprise. Oxtail soup and Bank of England notes are both great British institutions, but it was some Huguenots who showed us how to make them both. Our women get their infinite variety of dress from France, and our crowded theatres thrive on the brains of the same nation. Even as regards railways and steamships, two matters in whch we distance other people, the initiative lies with France; for the Marquis de Jouffroy in 1782 worked his large steamer at Lyons for months, and it was Scotchmen who afterwards introduced the invention here, at a date when Scotland was half French. Cugnot too must be called the father of the locomotive—if the father is the one who takes the first steps—for he anticipated the similar results of Murdoch or Trevithick, and unlike them was put in prison for his success. Our Hedley lent characteristic English aid when he quietly made experiments and proved that the smooth wheels of a locomotive on smooth rails would not slip if the wheels were weighted in proportion to the load drawn. To these and a dozen other suggestions Stephenson served as a splendid mother,—but to call him the *inventor* of the locomotive is ludicrous. What of those boiler-tubes by which alone his "Rocket" won the Rainhill race, and bore poor Mr. Huskisson at 30 miles an hour? They were imported just in time, straight across from France, where M. Sequin had patented the idea a year before. As for that modern godsend, "Giffard's injector," without whose aid our expresses would be failures, again a Frenchman gives us the idea—and we manufacture it with all the latest improvements. Our favoured land is blessed with inhabitants who have womanly minds in manly bodies, each in superior degree: hence the blend brings us that everyday ability for earthly matters which the world calls "practical."

To sum up this persistent digression. It is in her railway speed that England stands most eminent; therefore express speed is probably connected with the essential qualities of English nature. Speed attains its greatest excellence in England, in spite of the fact that the vital ideas which made it possible came from abroad. The superior practical success in England is due to the womanly bent of the English mind, which entertains, fondles, and suckles any sterling idea till it is able to run alone. It is this womanly patience of disposition—combined with hardy bodies—that has given us our peculiar place in the world. Therefore express trains appeal to us, not so much as mere triumphs of machinery or occasions for "beating the record," but because we see exemplified in them the real characteristics of English nature, those which have struck the dominant note in all our English history. Men who haunt express platforms are habituating themselves to the spectacle of what can be done by cool-headedness, patient pertinacity, and thoroughness of detail.

There is yet another point of view from which we may regard this age of speed. Many people ask, what is the use of our being whirled to and fro at sixty miles an hour if after all we are none the better for it? They ought to be better; but even if not, the remark is nothing to the point. The outburst of locomotion which this century has seen is not a disconnected fact offered us for acceptance or rejection; it is an organic stage in the process of the world's advance, and we can no more stop it than we can stop a child's teething. Our growth must be taken as a whole, "for better for worse"; we cannot cut a piece out at our pleasure to throw away, without discrediting our past and undermining our future; for the whole is linked in one continuous communicating motion. So in a really masterly Sonata it would be idle to object to any special phrase or movement, because our objection would travel both ways and condemn alike the preceding ideas that gave birth to the obnoxious passage and those subsequent ones which it in turn begot. (For the same reason no musician will allow an *encore* of one particular portion of a great work of art.)

But the modern occurrence of speed and ceaseless locomotion is not quite unintelligent or devoid of human interest. Though we live in a time of physical triumph, it is an age of mental wounds. By rapid degrees our way of looking at many important things has entirely changed; and a change of mental attitude is a painful operation. Old beliefs, shattered and detached from their main shaft, like bits of exfoliated bone, have been working themselves out into the fresh air. In the same sphere of feeling whole limbs have had to be constantly cut off, tough tumours and rooted teeth torn out. Meanwhile what has there been offered to assuage the pain or make one forget it? The air resounds with Higher Education and the Rights of Women, but the marriage-rate falls yearly to a lower figure. Parties, dinners, and dances abound; clubs are nearly as numerous as the individuals composing them; lawn-tennis, sports, and amateur theatricals extend apace; in myriads of new ways people come across each other. But these are the manufactured articles of human intercourse—it is an age unequalled for that—while the genuine raw material of Love is scarcer every day. The only solace is that children walk about (bewitchingly dressed) with their expressive eyes to assure us that the quality is as good as ever.

Now the perpetual flitting to and fro which was introduced by railway speed was the cause of all this mental disturbance; but the incessant movement, the restless locomotion of this age, is itself an anæsthetic for the operation that is being performed. Men have no time to think just now, they are practically unconscious; every day they hurry up to town and back buried in their morning or evening papers. Next century perhaps they will open their eyes again, and realize what has happened to themselves meanwhile.

*THE LIFE OF JOHN MITCHEL.**

IN the "Life of John Mitchel" Mr. William Dillon has made an interesting contribution to Irish literature, and he has done it in a spirit which at once gains the sympathy of his readers. His own conception of the duty of the biographer is just to tell the story of his hero's life as he finds it, without stopping to excuse or explain. He has endeavoured to do this in the work before us, and the result is that we have what we want—no special pleader's advocacy of John Mitchel's opinions, but a clear and succinct narrative of his life. Dramatically, Mr. Dillon has laboured under the disadvantage, which of course he could not control, that the vivid interest of Mitchel's life lies all in the early part of his career. After his transportation in 1848 he took no active part in Irish politics, and readers who are pressed for time and inclined to shrink from two bulky volumes will probably find all that they want in the first three hundred pages. These should be read by every one who takes an interest in the present state of the Irish question. They throw light upon it in almost every paragraph, and fully justify the opinion expressed by Mr. John Dillon, in the short introduction which stands under his name, that there are few books through which a stranger can gain more rapid insight into the spirit which inspired the present land agitation in Ireland and into the difficulties which beset the settlement of the Irish land question. The biographer has kept himself studiously in the background. It is Mr. John Mitchel who speaks and acts throughout, and no one can follow him through these early years without feeling the patriot's blood in his own veins stir quicker, or without realizing that the stream which carried and is carrying such men irresistibly in its flood is to be reckoned with as a national force. One curious and interesting fact with regard to Mitchel is that he was an

* "Life of John Mitchel." By William Dillon. (London: Kegan Paul, Trench, and Co., Paternoster-square.)

Ulster Protestant with the blood of a Scotch Puritan in his veins. His father was a Presbyterian Minister, and the home of the family was at Newry, near Carlingford Lough. John Mitchel was born in 1815, and the love of his country showed itself early in a passionate delight in the mountain scenery which surrounded his home. Once when he was six years old his mother missed him from the house, and going to look for him found him standing in contemplation of the mountains, apparently unconscious of anything else, but clapping his little hands together and crying out, "I'm very glad! I'm very glad!" At that age it was all joy to him. How sadly the thoughts with which he looked at Irish landscape had cause to change before it faded for the last time from his eyes may be gathered from this paragraph in one of his letters. He is speaking of the year of the famine:—

> A calm still horror was over the land. Go where you would—in the heart of the town or in the suburb, on the mountain side or the plain—there was the stillness and heavy pall-like feel of the chamber of death. You stood in the presence of a dread silent vast dissolution. . . . . Human passion there was none, but an inhuman and unearthly quiet. Children met you toiling heavily on stone heaps, but their burning eyes were senseless. . . . . Gangs worked, but without a murmur or a whistle or a laugh, ghostly, like voiceless shadows to the eye. Even womanhood had ceased to be womanly. The birds of the air carolled no more. . . . The very dogs hairless, with the head down . . . . glared on you from the ditch-side and slunk away scowling and cowardly. Nay, the sky of heaven, the blue mountains, the still lake stretching far away westward, looked not as their wont. Between them and you rose up a steaming agony, a film of suffering impervious and dim. It seemed as if the *anima mundi*, the soul of the land, was faint and dying, and that the faintness and the death had crept into all things of earth and heaven.

This is the keynote of his patriotism. He loved his country, and when he looked at her there rose between him and her a steaming agony, a film of suffering impervious and dim, which made him feel that faintness and death had crept into all things of heaven and earth. Quite early in Mitchel's career, when his thoughts were chiefly occupied with the endeavours to support his young wife and children on the proceeds of a country attorney's practice, and he had as yet taken no part in politics, he writes to his friend John Martin in a strain which showed how little hope he had of any English redress of Irish grievances. "Indeed I am tired of loud agitation; loud seditious rhetoric on the one side, and stern contemptuous denial and fixed bayonets on the other. . . . If Ireland be not ready to achieve the Repeal with a strong hand, she ought to make herself ready without delay."

But though he never entertained much hope of anything but the minimum of justice from English statesmanship, he did not at first despair of seeing Irish landlords take what he believed to be their proper place as leaders of the National movement. It was in 1845 that he became one of the regular staff of the *Nation*, which had been started as the organ of the Young Ireland party in 1842. When the potato crop failed, the issue was, to use Mr. Dillon's words, a very simple one. Either some thousands of landlords had to go without their rents, in whole or in part, or else many millions of tenants had to go without food. The people would hardly of their own free choice have consented to starve in order that the landlords might have their rents. It needed the whole power of England to make them! The opportunity for the landlords was one which Mitchel described at the time as "the noblest task that ever fell to the lot of an aristocracy since Runnymede." He believed that they would recognize their mission. In the beginning of 1847 a conference of landlords was held in Dublin to consider the state of the country. He still thought that they were wavering and might be won. During the period of uncertainty his writings in the *Nation* and elsewhere were characterized by a vigorous practicality, and readiness to make as well as to expect concessions. He saw the issues to which the country was coming. He laid them unflinchingly before the public, and he suggested methods, many of which have been since then to some extent adopted, for meeting the more pressing evils. "It is useless," he said, again and again, in many differing forms of speech, "to talk of the difficulty of this land question: were it ten times as difficult it must be met, must be grappled with, must be dealt with decisively by law, and that soon, or the *other* alternative comes in." When the landlords made their final decision, and met the expectations of the patriotic party with a demand for a fresh Coercion Bill from England, he lost all hope of a peaceful, legal, constitutional solution. He describes the bill as one which can only appear to the peasantry in the light of a conspiracy against them between hostile landlords and a hostile Government, and speaking for himself, as a member of the Irish Confederation, and alluding to the experiment upon the aristocracy, which was but an experiment, and must necessarily end at some time or another, declares that we must draw the line somewhere, "and for me I draw it at the Coercion Act!" He comes to the conclusion that the landlords have banded themselves together as a class not for but against their country, and that they must be conquered. But how? Since they are upheld by English law, English law must be resisted. And thus we are brought face to face with the *other* alternative His methods were practically the methods of to-day. The people were by passive resistance to bring the English law into contempt. They were to resist the payment of rent and taxes and to oppose in every way short of actual insurrection the removal of their harvests from the country. He did not counsel insurrection, because he saw no hope in it of success; but he held that the natural answer to the English argument of fixed bayonets was to be given in arms, and he called upon the people to make ready. He would have nothing to do with secret conspiracy, but he broke from the more moderate men of his own party and preached his own doctrines openly in the columns of the *United Irishman*. "I am told," he said in a letter addressed to the small farmers, "that it is vain to speak thus to you, that the peace policy of O'Connell is dearer to you than life and honour, that many of your clergy, too, exhort you rather to die than violate what the English call 'law'—and that you are resolved to take their bidding. Then *die*—die in your patience and perseverance; but be well assured of this—that the priest who bids you perish patiently amidst your own golden harvests preaches the gospel of England, insults manhood and common sense, bears false witness against religion, and blasphemes the providence of God." It is the language of passion, which has been, and always will be, the groundwork from which the leaders of great national upliftings spring. It lies now deep at the bottom of the Irish movement. It must be dealt with; it cannot be ignored. It is evident that no Government could allow the doctrines of Mitchel to be openly preached. It was inevitable that from fixed bayonets and their contemptuous denial he should receive no other fate than the fate he courted. But, though his own career was ended on the day on which he was condemned to fourteen years of transportation, there was the ring of high faith in the words so proudly spoken from the dock: "I knew that I was setting my life upon the cast; but I knew that in either event victory should be with me; and it is with me." Years afterwards, when he came back at last to die in the Ireland for which he had already given his life, there stood by his bedside, among other friends, one who must have carried conviction to the closing eyes that the fight is not over yet. Did Mr. John Dillon remember, then, we wonder, as we do upon closing the book, the lines in which Götz von Berlichingen's wife spoke of the patriots whose fate her husband deplored:—

> They have their crown.
> 'Twas born with them—a free and noble heart.
> What though they be imprisoned? they are free.

CORRESPONDENCE.

TURNER'S "RAIN, STEAM, AND SPEED."

To the EDITOR *of the* PALL MALL GAZETTE.

SIR,—In your paper of to-day Mr. Swan assumes that Turner blundered in representing a locomotive "with the furnace in front." But there is little doubt that Turner painted truly what he saw in his day. I can never forget being taken, as a boy, to see the newly opened Manchester and Liverpool railway. As we stood to watch the train arrive from Liverpool, and faced the engine as it entered the Manchester station, the mouth of the furnace, making a broad line of fire across and beneath the black front, was not the least striking feature in the grim and uncanny-looking monster.

August 27. W. J. B.

IN PRAISE OF "THE SILLY SEASON."

To the EDITOR *of the* PALL MALL GAZETTE.

SIR,—Can you tell me why it is that the newspapers are always so interesting at this season of the year? I have often noticed that in August and September the articles begin to grow fresher and more varied; the hackneyed political subjects are dropped; anecdotes, descriptions of new scientific inventions, pretty accounts of the country, and deep thoughts about life take the place of the ordinary routine matter which no one ever reads. Is it because the gentlemen who write go away for autumn? Because, if it is, I am sure we should be quite content if they stayed away altogether, though no doubt they are thought very clever in their own set. I never enjoy the papers so much as in August; and I am sure there are plenty of people who think just the same. I hope you won't mind my saying so; but I feel certain that a great deal of money is wasted by newspaper proprietors on literary refinements and cleverness that only bore commonplace people like yours truly,

AMELIA MACKINTOSH.

"LORD HERR."

To the EDITOR *of the* PALL MALL GAZETTE.

SIR,—Newspaper correspondents abroad have, by their attempts a strictly literal translation, familiarized us with many curious terms and turns of speech. We hear of kings attended by their "adjutants," and emperors "hunting" in the Alps. All this, if incorrect, is readable with gravity. But when we come to "Lord Herr"—which I see you copy faithfully from the *Times*—I am afraid that the neo-Byzantine expression must prove a trifle too much for the seriousness of readers. What on earth does it mean? I remember while staying abroad being once politely addressed as "Herr Mister," "Mister" standing simply for "Englishman." But surely in respect of "Herr" an enlightened people have no business to fall into the same error of duplication. In truth, one of the two titles given is a perfectly gratuitous addition, for which the Emperor is indebted exclusively to the correspondent's generosity. In the original, as you may see by the enclosed, there is only "Herr"—the equivalent, in this sense, of "Lord." And that ought in all conscience to be enough for even so illustrious and puissant a potentate.—I am, Sir, yours obediently,

HERR MISTER.

August 29.

[The actual words used are "Allerdurchlauchigster, Grossmächtigster Kaiser und König, Allergnädigster Kaiser, König und Herr."]

OCCASIONAL NOTES.

The Convention by which the Powers have bound themselves to abolish the sugar bounties is interesting, quite as much for the suggestions which it makes as to international action in the future as for the effect it is likely to have upon raising the price of sugar. At present there is hardly a Continental nation which does not tax its own subjects in order to supply Englishmen with sugar below cost price. By the Convention all the Powers except France pledge themselves not to let us have cheap sugar any more. Further, if any Power should be so resolute as to persist in supplying us with sugar below cost price all the other Powers undertake to forbid the entry of sugar from that State into their ports. To complete the paradox it is only necessary to add that this treaty was entered into at the urgent entreaty of the English Government, whose subjects are in future to forego the luxury of having their tea sweetened partially to the expense of the foreign taxpayer.

But this is by no means the only paradoxical feature of the treaty. It consecrates, with the approval of all the Governments of Europe, the principle of the Boycott. Lord Salisbury, whose nephew is filling the Irish gaols with men whose only crime is their advocacy of boycotting as a measure of self-defence against those who are guilty of landgrabbing, rack-renting, and other anti-social acts, has just concluded a treaty pledging all the Powers except France to boycott the sugar of every State which is guilty of maintaining the system of bounties. We believe in boycotting, in spite of the Pope's mistaken censure, and we are heartily glad to see that the Powers are united in recognizing its usefulness as a persuader. But that such recognition should be in a special sense the triumph of a Government which boasts as another special triumph its making boycotting criminal in Ireland, is even more paradoxical than the promotion of a treaty to raise the price of sugar.

We heartily congratulate the Liberal party upon the prospect of a valuable reinforcement to the ranks of the parliamentary Opposition. Mr. Dodds having decided to retire from the representation of Stockton, his place will be taken by Mr. David Dale, who for many years past has been the most influential practical Liberal between Newcastle and York. Mr. Dale is not a great speaker, but he is a great administrator—the directing brain of immense railway, mining, and manufacturing industries in the north of England, and far and away the fittest representative of the district in which he resides. The Liberal party in Parliament is none too plentifully provided with shrewd practical men of administrative genius, and we are heartily glad to hear that at last Mr. David Dale, whose name has long been a household word in the North, seems likely to take his seat in the House of Commons.

The *Times* this morning, writes a correspondent, discusses with sense and moderation the comparative advantages offered to passengers in point of speed, accommodation, and economy by English, American, and French railways. Dear and bad, in the main, must be the verdict on the system to which our neighbours across the Channel are apparently content to submit. There is one point, however, wherein the French companies certainly show themselves public spirited beyond ours—the system of issuing, at very low rates, tickets for circular tours, the route being selected by the traveller himself. This system has within the last week or two been still further developed by three important companies having agreed to issue circular tickets on the same principle available all over each other's lines. These companies are the Orléans, the Etat, and the Midi. When shall we see our Great Western and South Western, for instance, joining hands and doing likewise, and taking us down to Exeter from Waterloo and bringing us back through Bath to Paddington for a guinea?

The silly season ought to be called the grumbler's glory. The latest member of the tribe to take the field is a correspondent of the *Morning Post*, who complains of the atmosphere of the British Museum reading-room. It is not only badly ventilated, he says, but is positively unhealthy. As a matter of fact, the way in which an equable temperature is kept in the room throughout the year is really a marvel of good management. And even the grumbler, in spite of being stifled, has found it possible to air his grievance.

The contrast between English and American ingenuity and inventiveness in the art of minimizing friction and reducing deadweight is forcibly illustrated by the American bogie truck freight cars which were exhibited yesterday at St. Pancras railway station. These cars are built of tubular steel, are supported on two four-wheeled bogies, and weigh eight tons for goods and ten tons for coal. The English car weighs five tons and carries eight. The American, which weighs eight or ten, carries thirty. The result is, that if the American superseded the English truck on the Midland (according to an interesting calculation by Mr. Roberts in the *Railway Herald*) all the goods traffic could be carried at a saving of 198,735 tons of deadweight on every 681,368 tons carried. The following figures are instructive:—

	English.	American.	Saving by American.
Waggons required (No.)	85,171	22,712	62,459
Weight of waggons (tons)	425,855	227,120	198,735
Wheels needed (No.)	170,342	90,848	79,494
Buffer springs (No.)	170,342	45,424	124,918
Length of rail occupied by waggons (miles)	290	142	148

"For my part," said Sir H. Langevin yesterday, at a meeting of Canadian Conservatives, "I respect the honour and dignity of Canada *as a nation*." Let us hope that our Unionists over here will not notice the remark, or it will cause them not to sleep o' nights. They are terribly alarmed as it is, because Mr. Parnell once spoke of making Ireland "a nation." What would it be if they were to know that some wicked Separatist in Canada—masking his treason too under the style of "Conservative"—had been talking of Canada also as "a nation"?

Meanwhile to persons not afflicted with the political frights there is something very comic in the superstitious importance which Unionists attach to the word "nation." For the fact is that no two speakers or writers or thinkers have ever agreed on what the word means. What constitutes "a nation"? Is it political union? or racial similarity? or historical sympathy? The Unionists assume that a nation is equivalent to an independent sovereign State; but therein neither political philosophy nor common parlance agrees with them. Sir H. Langevin, for instance, clearly meant no Separatist treason by proclaiming Canada "a nation," for he went on to speak of Canada as also "a portion of the British nation."

The magistrate who decided yesterday that the changing of 'bus horses is an obstruction seems to be labouring under a confusion of ideas. "A very large question was opened up," said Mr. D'Eyncourt, "affecting the vehicular traffic of the metropolis." Certainly it is, for if no 'buses are to be allowed to change horses in the streets, they will have to cease running except for short distances. "But," continued the magistrate, "I entertain no doubt about the law. The road was made for the convenience of the public, and was not to be obstructed for private interests." But what is "the convenience of the public" except an aggregate of private conveniences? Mr. D'Eyncourt has fallen into the fallacy of Plato, who thought to make his whole State happy without making any of its component parts so. If a stopping omnibus is an obstruction, so is a stopping cab and a sauntering pedestrian. But what is the use of keeping a street for "the convenience of the public" if you exclude each section of the public convenience from it in turn?

The actual spot where the Road Car Company is accused of causing an obstruction is the road between St. Margaret's Church and the Beaconsfield statue. The police failed in the first instance to swear that this road is frequented; and the failure was creditable to their veracity, for as everybody who frequents that region is aware the road in question is almost deserted. The magistrate called attention to the omission in the evidence; which the police of course being thus put on their mettle immediately proceeded to supply: "The policeman, recalled, said the traffic at the spot indicated was very great." This is a "whopper," if there ever was one, and no mistake. Meanwhile may we venture to ask why if the police cannot tolerate an omnibus stopping in the street to change horses, they allow brewers' drays to stop to change casks? They slightly vary Mr. D'Eyncourt's formula, we suppose, and "entertain no doubt" that "the road is made for the convenience of the *publics*."

Here are two sentences delivered by Mr. Lushington at the Thames police-court yesterday which, when placed side by side, afford matter for reflection:—

John Fitzgerald was charged with assaulting his wife. On the 16th inst. he struck her with a broom on the head and body and again on Friday he seized hold of her by the hair and punched her in the face, threatening to kill her. Prisoner was called upon to find one surety in £5 to keep the peace for six months, and, in default, to go to prison for seven days.

G. Best was charged with wilful damage. He applied for admission to the Mile End workhouse, but, owing to his being drunk, the superintendent refused to admit him. He then picked up a stone and threw it at a window, breaking it. Mr. Lushington sent him to prison for 14 days with hard labour.

Now it was quite right that the prisoner for breaking a window should receive some punishment, but surely his offence was a trivial one compared with that committed by the wife-beater. And yet while George Best was sent to durance vile for fourteen days, Mr. Lushington thought that justice would be satisfied by sending Fitzgerald to prison for seven days in default of finding a surety. The wife-beater certainly got the best of the bargain in this case

THE END OF THE "GREAT EASTERN."

THE "STRANGE, EVENTFUL HISTORY" OF THE GIANT STEAMSHIP.

AFTER experiencing off the Isle of Man a few of her customary misadventures, the *Great Eastern* has been brought from the Clyde to the Mersey, where, at Tranmere, the giant steamship is to be beached and broken up. In twelve months, it is promised, she will have been entirely taken to pieces.

So ends the "strange, eventful history" of the mammoth creation of Brunel and Scott Russell! It is little exaggeration to say that to thousands of newspaper readers the information that the *Great Eastern* is to be broken up has come home just a trifle sadly. They may have no pecuniary interest in shipping, and may never have had any; they may never have gone "down to the sea in ships," they may never have even seen the *Great Eastern*; but

COMING INTO THE MERSEY.

all the same, the news of the end of her course and her impending destruction brings the shadows of regret.

WHAT SHE WAS BUILT FOR.

The *Great Eastern* was certainly conceived under luckless stars. With the exception of the short interval during which the great vessel was employed for the laying down of the Atlantic and other cables, her existence has been one long chapter of disaster, disappointment, and general failure. Scarcely any example of modern ingenuity has become so completely, or on so gigantic a scale, a money-devouring white elephant. Fortunes have again and again been sunk in the *Great Eastern*, and dividends in connection with her have hardly ever been heard of. Many of us are too young to remember the building of the great ship that was to revolutionize ocean travelling. It was in 1852 that the Eastern Steam Navigation Company

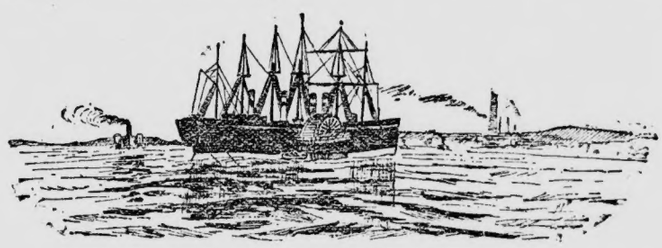
OFF NEW BRIGHTON.

was started to provide a steam route to the East viâ the Cape; and the next year the directors, having come to the conclusion that the cost of maintaining coaling stations along the route would prevent the venture paying if a ship could not be obtained big enough to carry an amount of coal sufficient both for the outward and the home voyages, and to accommodate a large number of passengers and a very heavy cargo, commissioned Mr. Brunel to plan and Mr. Scott Russell to build a mammoth steamship that would meet all the demands that could be made upon her.

HER GIGANTIC DIMENSIONS.

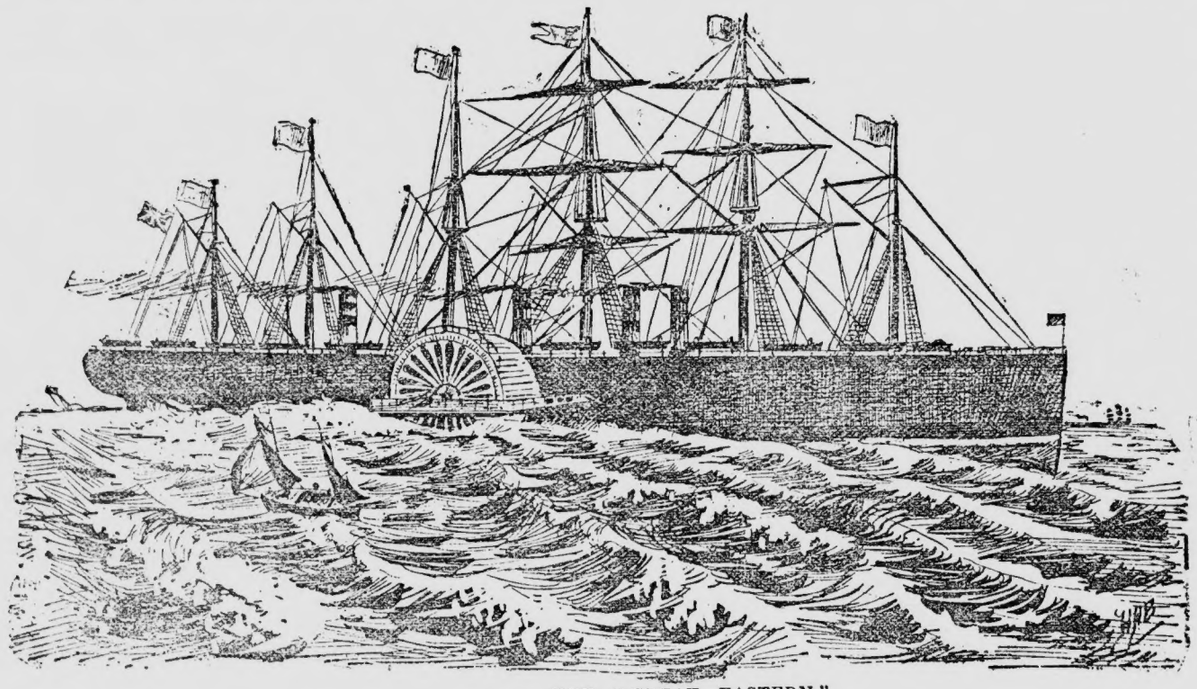
They set to work. What they produced was the largest steamship in the world, as the following detailed figures will show:—

Length	692 feet.	Horse power of screw engines, indicated	3,976
Breadth	83 ,,	Number of cylinders, paddle	4
Depth at the side	58 ,,	Number of cylinders, screw	4
Depth in the hold	24 ,,	Diameter of cylinders, paddle	6 ft. 2 in.
Tonnage, builders' measurement	22,927 tons.	Diameter of cylinders, screw	7 ft.
Tonnage, registered, including engine space	18,914 ,,	Daily coal consumption, paddle,	123 tons
Stowage for cargo	6,000 ,,	,, ,, screw,	180 ,,
Coal bunkers' capacity	10,000 ,,	Total coal consumption,	303 tons
Draft of water, loaded	30 feet.	Pitch of screw	44 feet
Horse power of paddle engines, nominal	1,000	Number of blades of screw	4 ,,
Horse power of screw engines, nominal	1,600	Weight of screw	36 tons
Horse power of paddle engines, indicated	3,976	Iron in hull	6,250 ,,
		Woodwork	2,500 ,,
		Weight of anchors (10) and cables,	253 tons



THE LAST RESTING PLACE.

About 10,000 iron plates, weighing each about a third of a ton, were used, each plate being fastened by 100 rivets. The number of rivets used was, therefore, 3,000,000. There were five funnels, 100 feet high by 6 in diameter; and six masts, five of iron, had 7,000 yards of sail provided for them, for use auxiliary to the paddle and screw power. The most of the masts and spars were also of iron, and the shrouds and standing rigging were composed of iron-wire ropes. The united length of chain cables was a mile, the links weighing 50lb. each. One or two of the ten anchors weighed ten tons apiece. There were twenty boats. The paddle wheels were no less than 56 ft. in diameter by 13 ft. deep, and had each thirty strokes. The four paddle engines were made at Millwall by Scott Russell himself; the famous Soho firm of Boulton and Watt made the screw engines and their six boilers. The original plans provided for the accommodation of



THE "GREAT EASTERN."

800 saloon passengers,
2,000 second-class passengers,
1,200 third-class passengers,
400 officers and crew
or
5,000 emigrants or troops.

USED AS A TROOPSHIP.

The *Great Eastern* was finished by November, 1857, so far as readiness for launching was concerned. During the years 1854, 1855, 1856, and 1857, building operations had been carried on at Millwall—that is, when the company's treasury had any money in it; for again and again the adventurous shipbuilders' resources were almost or entirely exhausted, while the engineer and the actual builder had undreamt of difficulties to encounter and surmount. It cannot be said that the disasters and evil fortune of the *Great Eastern* began with her launching, for when her launching was attempted she declined to be launched. Her immense bulk of 12,000 tons stuck on the ways upon which it rested, and it required three months' planning and tugging and the expenditure of some £60,000 to get the Eastern Steam Navigation Company's mammoth vessel into the water. She had been built with her broadside to the water, with the notion that it would be a dangerous matter to launch so long a ship stern foremost. At length, however, she was floated; her works were put in as fast as her owners could furnish money; that the cash did not flow in very rapidly may be inferred from the fact that it was not till a further year and three-quarters had elapsed that the *Great Eastern* was fully fitted and generally sufficiently equipped to move down the Thames by her own power. Ready at last, the directors decided upon a trial trip to America. It was begun, but it was never accomplished

When the giant vessel was passing Hastings, September 8, 1859, a steampipe explosion occurred; seven persons were killed and several injured; and the voyage was ended almost before it had been begun. Expensive repairs and lawsuits filled up the time till June 17, 1860, when, from Southampton, the Transatlantic voyage was again attempted. It was successful. New York was reached in eleven days. Further trips were made, but neither the amount of cargo nor the number of passengers was sufficient to meet even current expenses, and the owners only lost more and more money. In the winter of 1861, when troubles arose with the States, the Government obtained the services of the *Great Eastern* to convey several battalions of Guards to Canada. So far as the comfort of her 2,000 passengers was concerned, the voyage was everything that could be desired. But troops were not always requiring conveyance; there were never enough voyagers to the States to use fully the big steamer's accommodation; there was no paying employment for the vessel to have got; and the company was plunged deeper and deeper into debt. The passage to Australia was never even attempted. In other parts of the world there were few ports to which the *Great Eastern* could go; her great length, depth, and breadth required a uniquely commodious mooring place.

Converted into a Telegraph Ship.

It was a god-send to the mammoth monstrosity's owners when the Telegraph Construction and Maintenance Company wanted to lay a second cable between Ireland and America, in place of the previously laid one that had snapped, and accepted its services for the duty. The passenger accommodation was ruthlessly torn out, and three great tanks were built in the fore, middle, and aft holds, from fifty to sixty feet in diameter, and the 4,000 tons of cable coils were placed in them. In July, 1865, the *Great Eastern* steamed out of Valentia; on August 2 the cable snapped, on account of the strain imposed on it, and sank 2,000 fathoms down, 1,064 miles from Ireland. For a week, with a grapnel and a five-mile rope, the lost cable was dredged for, but unsuccessfully, and all the available apparatus for dragging with having been either broken or lost in the attempt, the *Great Eastern* returned to England, leaving almost all its 4,000 tons of cable at the bottom of the Atlantic. In July, 1866, she set forth again with a new cable, and accompanied by three auxiliary steamers. On the 27th she reached Newfoundland, having succeeded in rejoining America and "the old country" by electric wire. This good work done, the *Great Eastern* laid up at Heart's Content till the next summer, when, proceeding to mid-Atlantic, she dredged for a little more than two weeks for the formerly lost cable, and had at length the luck, after many slips, of fishing it up. Joining the recovered end to the portion in her hold, the great vessel steamed back, and by September 8, 1866, had stretched her second cable from Ireland to Newfoundland.

Used as a Show Ship.

These cables laid, the owners of the *Great Eastern* were again in the sad condition of having a gigantic steamer on their hands, which, as the lesser of two evils, they must perforce maintain in idleness. In 1867 a party of speculators came to their rescue with a scheme of refitting Brunel's steamship as a passenger-carrying vessel, and employing her to convey visitors to the Paris International Exhibition from New York to Havre and back again. At great cost the transformation was effected, but the crowd of visitors that had been expected to cross the Atlantic in the big steamship did not put in an appearance, and neither profit for the speculators nor pay for the sailors or engineers was realized. In the evil fortunes of the *Great Eastern* there was a break, when, in 1868, the cable-laying company that had formerly borrowed her took the vessel over for further prosecution of the work in which she had been alone successful. The passenger fittings were once more removed, and the tanks were again put in, and from 1869 till somewhat recent years the *Great Eastern* laid cables in the Atlantic, in the Mediterranean, across the Indian Ocean, in the Red Sea, and from Europe to Brazil, as well as other important lines. But there is an end to cable-laying, as to most things; and latterly the Leviathan, degraded to the condition of a mere hulk, has sunk to the work of a "show ship." A firm of provincial universal providers started a £20,000 company at Liverpool, and had the *Great Eastern* brought round in May, 1886, to the Mersey, where, filled with conjurers, entertainments, concert rooms, and penny shows, she managed to realize a good round sum for her temporary owners.

Changes of Name but not of Fortune.

From Liverpool, when her novelty had worn off, the mammoth was conducted to Dublin. Thence, bought, it was said, by the London and Australian Steamship Company for £26,000, she was sent north, to the Clyde. There, it was rumoured, she was to be refitted with new machinery at a cost of £120,000, in order to be converted into "a first-class passenger and cargo steamer." Apparently her owners have thought better of their intention, if it was really ever entertained, for we have heard no more of the *Great Eastern* till the tug *Stormcock* has brought her from Scotland to Tranmere, that she might be broken up for old iron. When lying at Dublin, it was declared that she was in first-class repair, that her hull was enormously strong, that she had been thoroughly overhauled and repainted, and that she possessed a Board of Trade certificate of sea-worthiness. As this is but a short time since, it would seem that the *Great Eastern*, though she has at last ignominiously fallen into the hands of the wholesale marine-store dealer, and is to be torn to pieces in his yards, is not even now the battered derelict hulk that she might possibly be popularly pictured.

It may be of interest to add that throughout her long, eventful career the marine Frankenstein has sought fortune under other names than that of the *Great Eastern*; she has been known as *Leviathan*, as the *Great Ship*, and again as the *Great Eastern*. By this last and present title she will, though smashed up into waste iron and effectually removed out of existence, be remembered for some years to come, apart altogether from her interesting record in the chronicles of shipping, by the well known "Floating City" of Jules Verne. The clever Amiens romancer made, as will be remembered, the *Great Eastern* the subject of one of not the least interesting among his armful of wonderful books for boys.

At Home and Abroad.

The German Emperor left Potsdam early yesterday morning, met the Crown Prince of Greece and Prince Henry, and inspected some infantry and cavalry, afterwards heading a squadron to the late Emperor's Palace. His Majesty subsequently received the Austrian Archduke Karl Ludwig, the Archduchess, the King of Sweden, and other distinguished personages.

The Chinese Government, being in some financial difficulty, is endeavouring to raise an unusually heavy loan.

The Channel Squadron will sail on the 14th of September on a six weeks' cruise round the Scotch and Irish coasts.

King Humbert went yesterday to Savignano, where he witnessed a brilliant engagement between the opposing army corps. In the afternoon he proceeded to Rimini, where he had a most cordial reception.

King Malietoa, and two other chieftains, whom the Germans have seized and brought captive from Samoa, are at present detained in Wilhelmshafen, the German naval port on the North Sea.

A Paris paper, the *Gil Blas*, announces that General Boulanger is to visit Friedrichsruh on his way to Sweden, and that he is to have an interview with Prince Bismarck.

The Lord Mayor of London proceeded from Brussels to Ostend yesterday, on a special invitation from the King of the Belgians. He was to return to Brussels last evening, and will leave for London to-day.

A lady, named Stedgwick, has bequeathed £1,500 to the corporation of Folkestone on the condition that it is to be invested, and the interest distributed annually to indigent residents of over fifty years of age.

Heavy rain fell in many parts of England yesterday, accompanied in some districts by thunder and lightning. The prevailing tone of the reports as to the state of the crops is very discouraging.

Since the opening of the railway between Tientsin and Taku, China, the trains have been very full, and the crowding to them of the thousands of natives augurs well for the success of the line and for extensions of the undertaking in the future.

It appears from a return just issued by the Agricultural Department of the Privy Council that the total acreage under hops in June last in England was 58,494, being over 5,000 acres less than last year, and nearly 12,000 less than in 1886. The most considerable diminution was in Kent.

Mr. Ford, chairman of the Congress Committee on the Contract Labour Law states that the testimony taken shows that the law has been violated alarmingly, and that the fact has been established that 75 per cent. of the New England fishermen are aliens.

Information reached Oban yesterday of a fish torpedo having been washed ashore on one of the Hebrides islands. It is supposed to have escaped during the recent naval manœuvres on the west coast, as it is undoubtedly of British manufacture. The authorities have been communicated with.

Miss Mary Jelland, head mistress at one of the Sheffield Board Schools, was summoned at the Sheffield police-court yesterday for an assault upon a scholar named Mary Foster, eleven years of age. The stipendiary reluctantly imposed a fine of 20*s.* and the costs.

The screw steamer *Wyedale*, of Scarborough, from the Bull River, with ore, was yesterday afternoon entering Felixstowe Dock when she ran into the pier, sustaining damage to her bows and smashing the piling and timbers of the pier. She stuck fast.

Considerable excitement has been caused in Bishop Auckland by the sudden disappearance of Charles Ernest Hughes, ledger clerk at the local branch of the National Provincial Bank. Since his departure investigations have revealed the fact that £267 in gold is missing.

The fifteen French artisans sent over to report upon the industries of Great Britain and upon the Glasgow Exhibition were entertained last night to dinner by the Glasgow corporation. Bailie Gray presided. The French delegates refused to drink the Queen's health, as they were Socialists. The proceedings were otherwise harmonious.

Mr. William Whitwell, president of the North of England Iron Trade Board of Arbitration has informed the Stockton Liberal Association that business and family reasons would prevent him from becoming Gladstonian candidate for Stockton in the event of the retirement of Mr. Dodds. It was unanimously agreed to invite Mr. David Dale, of Darlington, to become candidate.

Gilbert Seals, fifteen years of age, was charged at the Guildhall police-court yesterday with stealing a box containing cheques, gold, and stamps to the value of £300. He had been sent with these to the City Bank in Fore-street. He asserted that a man had stolen the gold out of his pocket, and had described this man to the police. He was remanded and bail refused.

Superintendent Tuckett, an old and valuable member of the London Salvage Corps, has just retired from service, the full pension being awarded him, and as a mark of respect the board of directors presented him with a cheque for £50 on seceding from office. A handsome marble timepiece was presented to him by his brother officers on leaving his post.

A large meeting of dock, wharf, and other labourers of the East-end took place at the Great Assembly Hall, Mile-end-road, last night, when after addresses by Mr. Pickersgill, M.P., Mr. Conybeare, M.P., Mr. Tillett, and others, a resolution was adopted regretting that the Lords Committee on the sweating system refused to hear evidence on behalf of dock and riverside workers.

An influential meeting has been held in Grantham, the mayor (Alderman Bell) presiding, to consider the question of a suitable memorial to the late Hon. F. J. Tollemache, who was for many years member for the borough. It was decided to erect a life-size statue of the deceased gentleman, at a cost of £1,200, to be placed on St. Peter's hill, the monument to harmonize with the present one there of Sir Isaac Newton.

Three men, named Frederick Shell, William Russell, and Albert Smith, were charged at the Clerkenwell police-court yesterday with breaking into the granary of George Martin, in Copenhagen-street, Islington. Their presence on the premises at three o'clock in the morning was detected by the prosecutor's carman, who called two constables, and with them entered the shop, where they discovered the prisoners, who had concealed themselves behind some sacks. They were committed for trial.

QUEEN NATHALIE'S REPLY TO THE KING'S CHARGES.

OPENING OF THE CONSISTORIAL COURT.

Queen Nathalie of Servia is on her way to Bucharest, where she will stay pending the trial of the King's divorce suit before the Consistorial Court of Belgrade. The Consistorial Court will be opened to-day, and it is expected that the trial will be over by the 15th of September. The court consists of three judges chosen by the whole Consistory. The Queen's answer to the King's petition was lodged yesterday. As the Queen does not want a divorce, nor even a judicial separation, she has been advised, says the Vienna correspondent of the *Times*, simply to refute the charges brought against her, and she has done so in the following way:—

First, as to the charge that she often spoke offensively to the King in the presence of strangers, and that she put affronts upon guests at the Royal palace, the Queen says that under the influence of passing irritation she may occasionally have spoken words which she now regrets, but that many of her utterances must be ascribed to wounded affection and to reports which had reached her, causing her great pain and anger.

Secondly, as to the charge of consorting with the King's enemies, the Queen declares that the Servian politicians in whom she placed confidence, were not enemies of the King, but political antagonists of M. Garashanine, the Progressist Minister, and that several of these gentlemen, such as M. Ristich, Colonel Gruitch and General Stovatovitch, having been summoned to office within the past year, this must be taken as a sign that the King himself had confidence in them. Further, as regards M. Persiani, the Russian Minister at Belgrade, her Majesty denies that her friendship with this diplomatist, the accredited Envoy of a Great Power, was conducive in any way to political intrigue.

Thirdly, as concerns the allegation that the Queen was anxious to bring about the King's abdication, her Majesty states that the King more than once expressed his resolve to abdicate. When he did this immediately after the Servo-Bulgarian war the country was in a most agitated condition, and her Majesty's first thought was that a Regency ought to be established without delay. That is why she sent the briefly-worded telegram which the King considered unfeeling. The Queen says, however, that she was at this time exhausted in mind and body from attending to the wounded in ambulances, and that if she forebore sending any message of dissuasion or sympathy to the King it was because she imagined he had fully made up his mind to carry out the purpose announced in his telegram to her. The Queen says that she entertained the same belief on subsequent occasions when the King declared not to her only, but to his Ministers and to various members of the Diplomatic Body that he was tired of reigning. She maintains that she never urged the King's abdication beyond saying that if he felt disinclined to carry on the Government he ought not to leave the kingdom in suspense as to his intentions.

Fourthly, as to the general charge of unwifeliness and incompatibility of temper, the Queen confesses that her married life has not been a happy one; but she asserts that she has always striven to do her duty as a mother, and she commits the judgment of her cause to God.

PRESIDENT CLEVELAND'S RETALIATION MESSAGE.

THE TEXT OF THE BILL.

The Committee on Foreign Affairs of the United States House of Representatives yesterday, Mr. Belmont presiding, received the report of the Sub-Committee on the Retaliation Bill. It is understood that the bill will be called for consideration on Saturday next. The following is the text of the substitute bill:—

Be it enacted, &c., whenever the President may deem it his duty to exercise any power given him by the Act entitled "An Act to authorize the President of the United States to protect or defend the rights of American fishing vessels and fishermen, American trading or other vessels, in other cases and for other purposes," approved March 3, 1887, it shall be lawful for the President, in his discretion, by proclamation, to suspend, in whole, or in part, transportation through or access to the territory of the United States in bond, without payment of duty, of goods, wares, or merchandise imported or exported from any foreign country to the British dominions of North America.

Section 2.—That whenever the President shall be satisfied there is any discrimination whatever in the use of the Welland Canal, the St. Lawrence River canals, the Chambly Canal, or either of them, whether by tolls, drawbacks, refund tolls, or otherwise, which is or may be detrimental to the interests of the United States or any of its citizens, it shall be lawful for the President in his discretion to issue a proclamation to that effect; whereupon there shall be collected a toll of 20c. a ton upon every foreign vessel and cargo passing through either the Sault Ste. Marie or the St. Clair Flats Canal and the Secretary of the Treasury may authorize and direct any customs officer to collect tolls levied under this Act; or the President may in his discretion, when satisfied that there is such discrimination, prohibit the use of such canals to any such foreign vessel. The President, when satisfied that such discrimination has ceased, may issue a proclamation to that effect in his discretion, whereupon the tolls authorized by this Act shall no longer be collected, and the said prohibition if ordered shall cease.

Section 3.—The Secretary of the Treasury is authorized to make any regulations needed to carry the Act into effect.

There was only one point of difference between the Democrats and Republicans. This was the proposition coming from the Republicans that courtesy to Great Britain required that it should be notified that Article 29 of the Treaty of Washington had been practically nullified and abrogated upon the refusal or denial of the rights of American citizens in Canadian ports. This proposition was defeated by a vote of six to five. On the question ordering a favourable report on the substitute bill, there was only one negative vote. The Republican members do not expect that the bill will meet with any opposition from their side when called up.

ELECTION OF A SOCIALIST IN BERLIN.

An election for the Reichstag took place yesterday in the sixth electoral district of Berlin, and resulted in the return of Herr Liebknecht, the Social Democrat candidate. The seat had become vacant owing to the insanity of the former Socialist deputy, Herr Hasenclever, having been pronounced incurable. Herr Liebknecht polled 26,000 votes. The Liberal, Conservative, and Anti-Semitic candidates could only muster a total of 17,000 votes between them.

THE YELLOW FEVER IN FLORIDA.

The yellow fever at Jacksonville has now become a regular epidemic, and all hope of its passing over before the frost sets in has now been abandoned. Thirty-four fresh cases and four deaths were reported on Wednesday. Great distress prevails among the coloured workmen, who have been mostly deprived of employment, and ten thousand will soon be dependent upon the relief committee.

THE FRANCO-ITALIAN DISPUTE ABOUT MASSOWAH.

M. GOBLET'S REPLY TO SIGNOR CRISPI.

The Note which has been despatched by M. Goblet to the Powers in reply to Signor Crispi's last communication on the Massowah question, after reverting to the arguments brought forward by the Italian Premier, proceeds as follows:—"The examples cited by the Italian Government prove that it has always been by treaties that sanction was given to changes of sovereignty. Such has been the case with Algeria, the Dey having transferred his rights to us by regular capitulation; similarly in regard to the Dobrudsha and the territories ceded to Servia, it was in virtue of the Treaty of Berlin that the cession of sovereignty was effected. Conquest itself becomes complete only when it leads to the conclusion of a treaty, and in that case only can it stand in bar against third parties. Now, not only has no treaty been invoked by Italy, but the repeated declarations of the Italian Government either in Parliament, to the Powers, or in the Green-book published on June 30, 1886, show that Italy exercised mere administrative functions at Massowah. The capitulations were, therefore, not abolished until the Notes of the Italian Cabinet, dated July 25, notifying the exercise of sovereignty were despatched. Consequently, Italy had no right to manifest irritation towards our Consul at Massowah, who held his exequatur from the Porte, and who was finally recalled by the French Government in order to avoid an acrimonious discussion."

M. Goblet concludes by observing that Italy should have endeavoured to come to an understanding with France instead of raising a discussion before Europe, but that, since the question has been submitted to the Powers, the latter will acknowledge that France has not exceeded the measure that should be observed by a Government mindful of the consideration due to a friendly nation and of the defence of its rights and dignity.

THE EMPEROR WILLIAM AND THE NATIONAL LIBERALS.

The appointment of Herr von Bennigsen to the Hanover Presidency is the general topic of discussion in Berlin. It is an event of high significance in home policy. It is believed that the Emperor proposed the appointment himself as a proof that he is not a friend of the Ultra-Conservative party. That party seems to be deeply annoyed by the appointment, whereas most of the Liberal papers pretend to regard it as a sign that the National Liberal party has ceased to deserve the latter half of its name, and has become simply Conservative.

THE BULGARIAN BRIGANDS AND THEIR FRIENDS.

The brigand Savoff, who was recently arrested, obstinately refuses, says a Vienna telegram, to disclose the whereabouts of the band. A large body of cavalry patrolled Sophia and its environs on Wednesday night. They arrested two Russians to whom the brigand paid a visit immediately after his arrival at Sophia. The two Russians had been under-officers in the artillery at the time when the Russian officers left Bulgaria. They quitted military service and opened an inn in the neighbourhood of the artillery barracks. They have now a canteen at the summer camp of the Sophia garrison. A cab driver, a Russian, was also arrested. Altogether some fifty men were arrested on Thursday at Sophia.

THE ARREST OF A GERMAN AT NICE.

The German teacher who was arrested at Nice is, says the *Daily News* correspondent, a Landwehr officer of good family, and his name is Herr von Hohenburg. He was a classmate of Count Herbert Bismarck in the Cadets' Military School, and fought at Mars la Tour in 1870. He was also a correspondent of the *Kölnische Zeitung*. He followed closely the manœuvres of the Italian troops in the mountains behind San Remo, and also those of the French Alpine corps in the Maritime Alps. He denies the charge of espionage and says the cartridge discovered in the post office was picked up by him in a place where soldiers were practising rifle shooting. He kept it as a souvenir, and as such was sending it to a friend in Germany. As a matter of fact, the cartridge was empty; but it was thought by the police that he had sent the contents in another letter. Herr von Hohenburg has been tutor to the children of General de Bellemare, one of the military authorities at Nice.

THE CLANRICARDE EVICTIONS STILL PROCEEDING.

The evictions on the Clanricarde estate were continued yesterday. There were five tenants evicted, their holdings being in several cases only five acres. The tenants had got greatly into arrear, and they declared their inability to pay even one year's rent. There was only passive resistance shown in four cases, but in the fifth there was a most determined fight for possession. The roads were blocked by throwing down the stone fences across them, and great delay occurred in clearing them. Large crowds collected and cheered derisively at the police. While they were engaged in the work a baton charge took place, and it is stated one man received a severe sabre cut on the head from District-Inspector Wade, who headed the charge. In some cases the agent's offer to accept stock found on the premises in settlement of the rent was declined, the tenants declaring that it was all they had in the world.

A GRENADIER'S STRANGE DISCOVERY.

The *Cologne Gazette* tells an amusing story of the strange discovery a grenadier made during last week's manœuvres. He had been told off to reconnoitre for the enemy, and on his way through a field stumbled over a leather object, which he picked up and brought to his corporal, who pronounced it to be a dress-improver. On closer inspection it turned out to contain a large number of *billets doux* on tinted paper, written apparently by a student to a lady in the far north of Berlin. The corporal, who was himself a student going through his "one year's service," tipped the man and kept the "improver." On his return to Berlin he called on "the lady," and had the good luck to find her alone; but what was his surprise, she was a school-girl of tender years. Naturally, under the circumstances, he hesitated to give up his find, and hinted that the parents ought to be told, but the fair one was so importunate in her entreaties that he finally softened. "Papa and mamma have no idea of Benno's existence; please give it back, you'll drive me to suicide," she said, in the most piteous way. "I have no place to put his letters so safe as the 'improver,' but I lost it last Sunday when walking with mamma and papa. You can't believe the anguish I have suffered from the thought that some nasty sneak, and not an honourable man, might find it! Please, please, do give me my 'improver.'" She was pretty, and the corporal could not refuse any longer, and gave in. She quite forgot his presence, kissed the letters madly, and put the "improver" back in its old place, laughing and crying for very joy. She was too absorbed to thank the soldier, who, however, was plentifully rewarded by getting a good story to tell at mess.

FOURTH EDITION.

HORRIBLE MURDER IN EAST LONDON.

ANOTHER WHITECHAPEL MYSTERY.

Scarcely has the horror and sensation caused by the discovery of the murdered woman in Whitechapel some short time ago had time to abate, when another discovery is made, which, for the brutality exercised on the victim, is even more shocking, and will no doubt create as great a sensation in the vicinity as its predecesssor. The affair up to the present is enveloped in complete mystery, and the police have as yet no evidence to trace the perpetrators of the horrible deed. The facts are that as Constable John Neil was walking down Bucks-row, Thomas-street, Whitechapel, about a quarter to four o'clock this morning, he discovered a woman between thirty-five and forty years of age lying at the side of the street with her throat cut right open from ear to ear, the instrument with which the deed was done tracing the throat from left to right. The wound was an inch wide, and blood was flowing profusely. She was immediately conveyed to the Whitechapel Mortuary, when it was found that besides the wound in the throat the lower part of the abdomen was completely ripped open, with the bowels protruding. The wound extends nearly to her breast and must have been effected with a large knife. As the corpse lies in the mortuary it presents a ghastly sight. The victim seems to be between thirty-five and forty years of age, and measures five feet two inches in height. The hair is dark—features small. The hands are bruised, and bear evidence of having been engaged in a severe struggle. There is the impression of a ring having been worn on one of deceased's fingers, but there is nothing to show that it had been wrenched from her in a struggle. Some of the front teeth have also been knocked out, and the face is bruised on both cheeks and very much discoloured. Deceased wore a rough brown ulster with large buttons in front, a brown dress and a petticoat which bears the name of the Lambeth Workhouse. The clothes are torn and cut up in several places, bearing evidence of the ferocity with which the murder was committed. A night watchman was in the street where the crime was committed, but he heard no screams and saw no signs of the scuffle. The body was quite warm when taken to the mortuary at half-past four this morning.

(REUTER'S TELEGRAMS.)

THE REPUBLICANS AND TARIFF REFORM.

WASHINGTON, August 31.—A conference of Republican Senators has decided to report at an early date the Tariff Bill proposed as a substitute for Mr. Mills's bill. The conference is stated not to favour a change being made in the duty on lumber and salt, but to agree to the duty on sugar being reduced by one-half, and to a slight increase in the wool duty.

A RUSSIAN EXPLORING EXPEDITION.

ST. PETERSBURG, August 31.—General Prjevalsky started yesterday on his exploring expedition in Central Asia. His intention is to penetrate as far as Lhassa, in Tibet, travelling by way of the Lob Nor Lake, in Eastern Turkestan.

PRESS CENSORSHIP IN RUSSIA.

ST. PETERSBURG, August 31.—The journal *Graskdanin* has received a first warning from the Minister of the Interior. The official communication from the Minister says that although the journal generally manifests a well-meaning tendency, it nevertheless frequently indulges in extremely unbecoming comments upon the measures of the Government, and thus inciting to disrespect of the same.

THE MUTINY AT LORENZO MARQUES.

LORENZO MARQUES, August 31.—Tranquillity has been restored here without bloodshed. No civilians were connected in any way with the mutiny. Some Portuguese war vessels are expected to arrive here, and the war vessel which was summoned by the British Consul has been countermanded.

ARREST OF FRENCH SOCIALISTS.

An Exchange telegram from Paris says :—A Socialist chief named Vechard, and five colleagues, have been arrested at Amiens for revolutionary misdeeds during the late strikes.

CRITICAL CONDITION OF A BISHOP.

Intelligence has reached St. Asaph that Dr. Hughes, bishop of the diocese, who is now in his 82nd year, has been stricken down with paralysis. Mrs. Hughes is with the bishop. A later telegram received at St. Asaph states that the condition of the bishop is unchanged, but the worst consequences are feared. The paralytic stroke occurred on Wednesday at Crieff.

MRS. LANGTRY AFTER NEW DRESSES.

Mrs. Langtry leaves New York for Europe on Saturday on board the *Etruria*, and will return on September 29 on board the *Alaska*. She goes to Paris for new dresses and a new play. She has abandoned her Californian trip for the present, and will open her season on October 15 at Omaha.

TWO HUNDRED FAMILIES BURNED OUT.

Another terrible fire is reported from Tarnobrzeg, in Galicia, where 150 houses have been burned, causing 1,000,000 fl. damage. More than 200 families are houseless, and several persons have been seriously injured. The houses in small Polish towns are largely built of wood, and the water supply is always bad, so that when a fire breaks out it spreads with great rapidity.

SUICIDE OF A DISSENTING MINISTER.

The Rev. W. Dunham, a well-known Primitive Methodist minister, committed suicide in the upper schoolroom connected with his church at East-hill, Dartford, on Thursday night. The deceased suspended himself to a stove pipe by a rope and chain. Only a short time previously he had been arranging with his deacons for a harvest thanksgiving service. He was much respected, and leaves a wife and several children.

A CYCLIST KILLED IN NORTH LONDON.

A fatal accident occurred at Brondesbury shortly before six o'clock last evening. John Lodge, an able-bodied seaman of her Majesty's ship *Excellent*, had been out with a companion on a tricycle to Cricklewood, and when near the Metropolitan Railway arch at Brondesbury he turned the handle of the machine the wrong way, causing a spill. Lodge unfortunately fell under the wheels of a passing omnibus, which went over him. He was immediately conveyed to St. Mary's Hospital, but was dead on his arrival. The fellow-traveller of the deceased jumped off before the crash, and so escaped.

FIRES AT THE LONDON DOCKS.

A fire which at one time threatened to be of enormous magnitude broke out last night, shortly before nine o'clock, in one of the large warehouses at London Docks used for the storage of spirits. A smell of fire was noticed a little before half-past eight last night. It was shortly afterwards discovered that the warehouse was well alight. The fire was found to be raging in the centre of a large warehouse of five floors, about 200 yards long and over fifty wide. The Metropolitan Fire Brigade on the floating station off Rotherhithe was soon on the scene, and commenced to throw water on the burning building. Twelve land steamers, including one from headquarters, Southwark Bridge-road, were employed to supplement the extinguishing force present. The fire continued to burn furiously until half-past ten o'clock, by which time the firemen, who worked in a praiseworthy manner, got the flames well under, but not before the warehouse was burned out and the roof destroyed, and considerable damage done to building and contents. The origin of the fire has not been discovered.

A few hours after the above fire was extinguished another great fire broke out at the Ratcliffe Dry Dock, Stepney, the property of Messrs. J. T. Gibbs and Co. A great building of two floors, used as engineers' workshops, and 90 ft. by 30 ft. in dimensions, first caught fire and was gutted, and the masts and rigging of the sailing ship *Cornucia*, belonging to Messrs. Tomlinson, Hodgetts and Co., of 8, Drury-lane, Liverpool, were also burnt. The flames spread to the wharf of Messrs. G. Gowland and Co., coal merchants, and a great building of two floors, 120 ft. by 45 ft., and containing about 800 tons of coal, became hopelessly involved, and was eventually destroyed. The fire was not extinguished until late this morning. Its cause and the insurances effected are unknown.

A STORY OF THE NIHILISTS.

The Exchange Telegraph Company's Bucharest correspondent writes that a young and rich widow, Mdme. Matilda Rosenfeld, of Moscow, had for some time been very intimately acquainted with the doings of the Nihilists in that city. Suspected meetings had frequently taken place in her house, which was placed under the supervision of the secret police. During a trial of Nihilists recently at St. Petersburg, Mdme. Rosenfeld was called as a witness. She betrayed important secrets, as, immediately after her examination, several arrests among young scions of the nobility were effected in Moscow and other towns. Five days ago this lady was found stabbed to death in her own house. The knife with which the crime was committed was left. It had engraved on it : "Vengeance to traitors." At the same time all her private correspondence was carried off, as well as a sum of 30,000 roubles.

ART IN MANCHESTER.

The sixth autumn exhibition at the Manchester City Art Gallery, which will be opened to the public on Tuesday next, promises to be one of the most noteworthy which has been held since the gallery came into the possession of the Corporation. The committee have been especially fortunate in securing the portrait of Mr. Gladstone which was painted by the late Mr. Frank Holl, R.A., as the "Golden Wedding" gift to Mrs Gladstone. This portrait was finished too late to be shown at the London exhibitions, and is now first displayed to the public at Manchester. It is in every respect an admirable likeness. The figure is perfectly erect ; the face is in profile ; the hands clasp a scarlet book, and the whole pose is excellent. Among other works on view in the exhibition there is one of Sir Frederick Leighton's latest examples, "Lady Coleridge ;" "The Pool of London," by Vicat Cole, R.A., purchased for the nation by the President and Council of the Royal Academy from the Chantry fund, occupies a prominent position in the principal room ; works by W. B. Richmond, A.R.A., form quite a small collection in themselves, and include such important examples as "Flight of Icarus," "Sarpedon," "Hermes," and a number of portraits ; while other works among the 600 shown are by the president of the Royal Institute, Sir J. D. Linton ; P. H. Calderon, R.A., W. P Frith, G. D. Leslie, R.A., H. Stacey Marks, R.A., John Pettie, R.A., T. Faed R.A., James Sant, R.A., J. MacWhirter, A.R.A., Hubert Herkomer, A.R.A., &c,

A MANDEVILLE CLUB AT PECKHAM.

The Radicals of Peckham have just established a club in Peckham Park-road to perpetuate the memory of the late Mr. Mandeville. It is styled the "Mandeville Radical Club," and Mr. J. P. Rickman (the local Liberal and Radical candidate) has accepted the office of president. Among the vice-presidents are Mr. Labouchere, M.P., and Mr. T. P. O'Connor.

ANOTHER BURIAL SCANDAL.

A painful incident has occurred in the village of Haslington, near Crewe. A funeral party went to the churchyard with the body of a child, expecting the vicar to conduct the service. The vicar met the party at the church-gates, and inquired if the child had been baptized. The parents, named Hulse, replied in the negative, and the vicar declined to conduct the service. After some words had passed, the party went to the grave, and the body was lowered in silence, strong comments being afterwards made on the vicar's action.

Mdme. Adelina Patti, with her niece Mdlle. Carlino Patti, and Signor Nicolini, are expected to arrive at Plymouth, in the steamer *Ionic*, on Sunday next, from Rio de Janeiro.

The funeral of the late Mr. Joseph Simmons, the æronaut takes place on Saturday, at Norwood cemetery, at 2.30 P.M.

Messrs. C. T. Brock and Co.'s annual benefit will take place at the Crystal Palace on Thursday, Sept. 6.

After an existence of close upon ten years, the *Tyneside Echo*, a Radical evening paper, published in Newcastle by Mr. Samuel Storey, M.P., ceased publication yesterday afternoon.

The committee of the Peace Society met yesterday at New Broad-street, and passed a resolution regretting the loss of the late Mr. Henry Richard, M.P., their late honoured and beloved leader, and tendering their condolence to Mrs. Richard. "For upwards of forty years," the resolution goes on to state, "the society had enjoyed the benefit of his unrivalled experience, ripe wisdom, sound judgment, and of his manly eloquence and powerful pen."

BANKRUPTCY OF MR. BRADLAUGH'S BIOGRAPHER.

At the London Bankruptcy Court to-day the first meeting was held before Mr. Stewart, Assistant Receiver, of the creditors of C. R. Mackay, author and publisher, of 84, Fleet-street. The receiving order was made on a creditors' petition, the accounts filed showing gross liabilities £884 5s. 11d., of which £697 10s. is unsecured, and assets £3,078, of which £3,000 represents a sum to which he will be presently entitled; but which is at present an unrealizable asset. The debtor is the author of the "Life of Bradlaugh," in connection with which criminal proceedings have recently been commenced against the debtor and others. He states that he is also joint defendant with a Mr. Ross in an action for libel brought by Mr. Charles Bradlaugh, M.P., in connection with certain passages in the book above referred to; that he also brought two actions against Mr. Ross for slander and debt, which were compromised by the payment of £220 in bills and a cheque. He further states that he was formerly a druggist's assistant in Edinburgh, and that he now carries on business at 39, Outer Temple, without a partner, as "D. J. Gunn and Co." The proofs having been gone through, the chairman stated that the bankrupt, who had already been adjudicated, was not in attendance. He understood that no offer was made, and a summary order having been made, the case would remain in the hands of the Official Receiver to be wound up. Hereafter, if so advised, the creditors could meet and appoint a trustee. The proceedings then terminated.

UPROARIOUS MEETING AT WOOD GREEN.

A meeting of the ratepayers and owners of property in Wood-green was held at the Wood-green Assembly Rooms last evening (Thursday), for the purpose of nominating candidates for the new local board, which is to be elected in September, in pursuance of an Act of Parliament passed in the present Session for the separation of that district from Tottenham, and for hearing explanations from the separation committee on the subject of a compromise made with Tottenham when the bill was before the House of Lords, by which Wood-green bound itself to pay Tottenham's costs and other matters.

The meeting was called by a small committee of ratepayers, who object to a body calling itself the Ratepayers' Association nominating candidates without giving the ratepayers a voice in the matter. The rooms were crammed with an enthusiastic audience, and all went well until an impatient member of the separation committee—Mr. Hopper—interrupted the proceedings, and on being called to order, made a violent physical attack upon the chairman, and endeavoured to throw him off the platform. In the end, however, the chairman held his own, and the assailant himself was ejected from the platform, and eventually, when called upon to speak, the meeting refused to hear him until he apologised for his behaviour. This he did, and then proceeded with his explanations, to the effect that it was a good thing to get adrift from Tottenham at any price, and that there had really been no time to communicate with the ratepayers on the subject.

After several nominations had been made, and it was stated that Tottenham's costs were about £1,400 and that it was impossible to say what those for Wood-green would be, the chairman closed the meeting amid a round of cheering for the public service he had rendered to Wood-green in calling the public meeting.

A HUNDRED THOUSAND SEALSKINS.

The Alaska Commercial Company's steamer *St. Paul* arrived at San Francisco yesterday from Ounalaska, having 100,000 sealskins, the season's catch on St. George and St. Paul islands. She also had a number of other skins of furs. The value of the cargo is estimated at £400,000.

INFRINGEMENT OF PUBLIC RIGHTS.

Considerable indignation is being manifested at Godmanchester through the committee of the Huntingdon races affixing an immense barricade partly across a public footpath alleged to be in the parish of Godmanchester, to prevent people going to the races without paying the gate-money. The inhabitants, feeling that their rights were infringed, and that no money could be legally demanded, set to work and demolished the hoarding, sending the wood floating down the Ouse. This morning a fresh barrier was erected.

REPORTS OF CRICKET MATCHES.

THE AUSTRALIANS v. ALL ENGLAND.

Yesterday the third All England match commenced at Manchester, and during the day over 10,000 persons were present. England went in first, and scored 172; the Australians, however, had lost when stumps were drawn two of their best bats—M'Donnell (15) and Bannerman (1)—for 32 runs.

Play was resumed this morning, when, owing to the state of the wicket after yesterday's rain and the good bowling of Peel, who took seven wickets, the Australians made no stand whatever, their innings closing for 81, therefore necessitating the follow-on.

ALL ENGLAND.—First Innings.

Abel, b Turner	0	Peel, l b w, b Ferris	11
Ulyett, b Turner	0	Lohmann, run out	0
W. Read, b Turner	19	Briggs, not out	22
Grace, c Bonnor, b Turner	38	Pilling, c Bonnor, b Woods	17
Sugg, b Woods	24	Extras	2
Barnes, b Ferris	24		
Gunn, l b w, b Turner	15	Total	172

AUSTRALIANS.—First Innings.

M'Donnell, c Grace, b Peel	15	Blackham, c Read, b Lohmann	15
Bannerman, b Peel	1	Lyons, c Lohmann, b Peel	22
Edwards, b Peel	0	Worrall, b Peel	0
Trott, st Pilling, b Peel	17	Ferris, not out	0
Bonnor, run out	5	Extras	2
Turner, b Peel	0		
Woods, c Read, b Briggs	4	Total	81

Later,—Australians' 2nd innings: McDonnell, b Lohmann, 0; Bannerman, c Grace, b Peel, 0; Trott, not out, 0—0 for two wickets.

SURREY v. ESSEX.

This match, which was postponed yesterday owing to the rain, was commenced at the Oval this morning. Essex went in first, and by one o'clock had lost six wickets for 63 runs.

THERMOMETER. FORECAST ISSUED AT 11 A.M. TO-DAY. BAROMETER.

South England (with London and Channel).—Westerly and north-westerly breezes, light or moderate; some local showers, clear and cold at night.

SUN Rises 5h. 13 m.
,, Sets 6 h. 47 m.
MOON—Last Qr. C 29th, 2 h. 18 m. Aft.

Noon to-day
Yesterday
Yesterday
Noon to-day

HIGH WATER London Bridge. Morn. 8 h. 4 m. After. 8 h. 38 m.

WEATHER AT NOON TO-DAY, August 31, 1888.—Fine, bright, but cool.
Readings by NEGRETTI and ZAMBRA'S *Instruments.*

THIS DAY'S MONEY MARKET.

Half-past One.

HOME RAILWAYS AND FOREIGN STOCKS STEADY.—AMERICANS IRREGULAR.

In the open market this morning there is only a quiet demand for accommodation, and rates are easy. The favourable character of the Bank return and the absence of any withdrawal of gold from the Bank for South America have had a slightly weakening effect on rates, but operators are not disposed to allow quotations to fall away to any appreciable extent, as it is by no means yet assured that the official minimum may not have to be raised in the near future. Short loans are obtainable at 1½ per cent.; while, though the quotation for discounting three months bank bills is nominally 2¾ per cent., it is very rarely that as much as that is secured.

The Stock Markets present a very inactive appearance this morning, both the business done and the variations being of the most insignificant character. The tone is good, however, and the majority of the changes are to higher prices. The absence of any advance in the Bank rate, and the somewhat brighter weather, have had a stimulating effect on Home Railways, which show a slight improved movement, though the transactions recorded are on the smallest possible scale. Foreign Government bonds are almost lifeless pending the receipt of Continental advices, but here too values are maintained for all European descriptions. American Railroads are quiet without special feature, apart from a sharp run up in Northern Pacific Preference shares on the advance in New York yesterday. Louisville and Nashville shares are still weak on the unfavourable reports regarding the spread of yellow fever. Grand Trunk of Canada stocks are quiet, operators awaiting the publication of the July revenue statement, but Mexican Railway issues have been inquired for and show an appreciable advance. Copper shares are a little dull on some sales to secure profits after the advance of the last day or two, but Brewery shares have not fallen any further.

The Stock Market at New York yesterday was inactive and weaker under foreign selling and bear-hammering. Before noon, however, a strong tone was developed, and a buying movement inaugurated, resulting in an advance ranging to 1¾. This was again followed by a pressure to sell, and the advances were lost, the market closing quiet and heavy.

The return of the Bank of France for the past week shows a decrease in the gold of £150,960, and an increase in the silver of £106,640, the stock of the former now amounting to £43,817,520, and of the latter to £49,247,600. The note circulation shows an expansion of £805,560, the other accounts current an increase of £1,329,440, the bills discounted of £2,461,120, and the Treasury account current of £9,080. The advances to the public show a decrease of £83,720. The proportion between bullion and circulation is now 89.11 per cent. The profits for the week amount to £9,560.

The following are the latest changes compared with yesterday's closing:—

In Home Railways—*Improved*: Hull and Barnsley, Sheffield Deferred, and South Eastern Deferred ¼ each, Great Eastern, Brighton Deferred, and Chatham Ordinary ⅛.

Among Foreign Stocks.—*Advanced*: Turkish Group I ¼, Hungarian Gold and Portuguese, Egyptian Preference and Daira ⅛ each. *Fallen*: Turkish Defence, Greek 1881, and Buenos Ayres Cedular I ¼, Italian ⅛, and Egyptian Unified 1-16.

American Railroads.—*Risen*: Northern Pacific Preference 1¼, Union Pacific shares ½, New York Central, Erie shares, Missouri, Kansas, and Texas, Ohio and Mississippi Ordinary ¼ each, Wabash Mortgage ¼, the Preference ⅛, Denver Ordinary, Milwaukee and St. Paul, Ontario and Philadelphia and Reading shares ½ *Fallen*: Denver Preference ¼, Louisville and Nashville ¼, Lake Shore, New York, Pennsylvania, and Ohio First Mortgage ⅛, and Norfolk and Western Preference ⅛.

As regards Canadian and Foreign Railways.—*Higher*: Mexican First Preference ¾, the Second Preference ½, the Ordinary ⅜. *Fallen*: Grand Trunk Second Preference ½, the First Preference and Guaranteed ¼, the Third Preference ⅛.

Kimberley Central shares are up ⅜, Mason and Barry 1-16, and Suez Canal ¼; but Imperial Ottoman Bank shares are down 1-16, Cape Copper and Rio Tinto 1-16.

The London Produce Clearing House (Limited) furnish the following quotations:—Sugar: 3.15 P.M. January, 12s. 11¼d.; February-March, 13s. Coffee: 2.45 P.M. January-February, 49s. 6d.; March-April, 49s. 9d.; May-June-July, 50s.

LIVERPOOL COTTON MARKET.—Fair business at firm prices. Sales, 10,000. Futures firm at partially one point advance. Tenders 7,700, including 800 on letter dockets.

The following are this day's 1 o'clock prices of the principal Stocks and Shares:—

BRITISH FUNDS, ETC.		
Consols	100⅛	⅛
New Consols 2¾	99⅛	⅛
Reduced 3 p. c.	100¼	1¼
Local Loan Stock	103¾	¾
New 2½ per. Cent.	95½	6
India 3½ per Cent.	105½	5½
Do. 4½ p. c. Rns	69⅛	⅜
Egyptian Guar.	101¾	2¼
Met. Bd. Wks. 5½	113	½
Do. 3 p. c. Scrip	103	4
Birmingham Crp. Stk.	110	½
Liverpool	111	½
FOREIGN STOCKS.		
Argentine 6 p. c.	103	5
Do. Hard Dols	69⅛ 70	
Do. Treasury	93	9
Austrian Gold	90	2
Do. Silver	66	8
Brazilian 1875	102⅛	3⅛
B. Ayres 6 p. c.	102	4
Do. Cedulas I.	62	⅛
Chilian 4½ p.c. 1885	100	2
Costa Rica A.	91	2
Do. B.	89½	90½
Egypt. State Dom.	101¼	2¼
Do. Unified	84⅞	5
Do. Preference	102⅜	⅜
Do. Daira Sanier	80	¼
French 3 p.c. Rnts	82¼	¾
Do. 4½ p.c. Rnts	103¼	4¼
Greek 5 p.c. 1881	74	½
Hung. Gold Rente	83	¼
Italian	95⅛	⅜
Mexican Converted	39¼	40
Peruvian 5 p.c. 72	13⅜	⅛
Do. 6 p.c.	15	¼
Portuguese	6½	⅞
Russian 1873	97⅞	8½
Spanish 4 p. c.	73⅛	¼
Turkish 1854	99	101
Group 1	24	5
Group 2	14⅜	15⅛
Groups 3 and 4	14¼	⅞
4½ p. c. 1871	86½	7
5 p. c. Defence	9⅝	7¼
5 p. c. Priority	82	4
Uruguay Unified	72¼	3
Virginia Funded	43	4
U.S. 4½ p.c.	107½	8½
BRITISH RAILWAYS		
Caledonian	106⅛	⅜
Great Eastern	67¼	⅛
Great Northern	116½	17½xd
Ditto A	101	½
Great Western	144	¼
Hull and Barnsley	29¼	10¾
Lanc. and York	116	17 xd
Brighton (Ordinary)	140	2
Do. A	123½	4
Chatham (Ordinary)	22⅜	⅛
Do. Preference	100¼	¾
North Western	166⅜	⅜xd
South Western	135	6
Manchester & Shef.	67	9
Do. A.	35½	0
Met. Consolidated	73½	4
Do. Land Stock	70½	1½
Do. District	34½	5
Midland	130⅛	⅜xd
North British	112½	¼xn
North Eastern	154¼	5 xd
North Stafford	116	12 xd
South Eastern	132	4
Do. Deferred	105¼	⅛
FOREIGN RAILWAYS.		
Canada Pacific	58⅛	⅜
Cen. Pacific Share	35⅛	¼
Chic. Mil. and St. P	74⅛	⅝
Denver & R. Grande	19	⅛
Do. Pref.	51	⅛
Illinois Shares	121½	2½
Lake Shore	99⅛	⅛
Ohio & Mississippi	23½	4
Louis. and Nash	60¼	1
Mex. Cen. Bonds	68¾	9¼
Do. Nat "A"	63¼	⅛
Miss. Kan. & Texas	13¼	¼
N. Y. Cen. Share	111¾	¾
New York Ontario	16½	¼
Erie Shares	28¼	9
Do. Sec. Mort.	101	2
Norfolk & West. Pre	54½	⅛
N.Y.P.&O. 1st M.	33⅜	⅜
North. Pacific Pref	67½	2
Pennsylvania Sh.	55¼	6
Phil. and Read. Sh	26¼	7
Union Pacific Shares	62½	½
Wabash Preferred	27⅛	8
Do. Gen. Mort.	44⅓	5
Grand Trunk Sh.	12 3 16	5 16
Do. First Pref.	59⅛	⅜
Do. Second Pre	40¼	1¼
Do. Third Pref.	23⅛	⅜
Do. Guaranteed	66¼	7¼
Mexican Ordinary	46⅞	⅛
Do First Pre	119½	20
Ob. do. 2nd Pref	79¼	¼
Lombardo-Venetian	9 7 16	9 16
Varna 3 per cent.	7⅛	⅜
Nitrate Railway	24⅜	5⅝
BANKS.		
Alliance Bank	13½	14
City Bank	20	1
Consolidated Bank	7¼	8¼
Imperial Ottoman	10 13 16	15 16
London and County	84½	5½
Union of London	39	40
London and West.	66	7
London Joint Stock	39	40
Nat. Prov. of Eng	43	4
Stand. Bnk. S. Afric	48½	9⅝
MINES		
Indian Consolidated	¼	⅜
Mysore shares	3	¼
Ooregums	1 3-16	5 16
Cape Copper	4 5 16	7 16
Namaqua	2¼	3
Mason and Barry	10	¼
Rio Tinto	21½	⅝
Montana £1 shares	1⅛	¾
De Beers	25¼	6
Kimberley Cent	30¾	1
TELEGRAPHS AND TELEPHONES.		
Anglo-American	40½	1⅛
Do. Pref.	63	9
Direct Unit. States	9⅛	⅜
Eastern	12¼	½
Ditto Extension	13	¼
United Telephone	13¼	¾
Globe Teleg. Trust	6⅞	⅜
TRAMWAYS, ETC		
London Gen. Om	200	5 xd
London Street	12	14
London Tramway	14	15
North Metropolitan	17¼	18¾
WATERWORKS.		
Chelsea Waterworks	256	61
East London	197	202
Grand Junction	124	8
Kent	269	74
Lambeth	253	63
New River, New	347	52
S'thwrk. & Vauxhal	102	7
W. Middlesex	264	9
GAS AND ELECTRIC LIGHT.		
Gaslight & Coke A	253	7 xd
Imp. Continental	206	9
South Metropolitan	308	13 xd
Brush Elec Lt (£4 pd)	3	½
MISCELLANEOUS.		
Allsopp	7¾	8
Guinness and Co	302½	5 xd
Hotchkiss	8¼	9
Bryant and May	12⅛	⅜
Spratt's Patent	9¼	⅜
P. and O. Steam	62	4
Royal Mail Steam	59	61
Nat. Discount Co.	11	⅛
Hudson's Bay	13¼	19
Suez Canal	86¼	¼
E. & W. Ind. Dock	26	8
London and St. Katharine	42	4

A YEAR'S WORK AT THE POST OFFICE.

LETTERS AND PARCELS.

The thirty-fourth annual report of the Postmaster-General for the year ended March 31, 1888, has been published. It states that the estimated number of letters, &c., and parcels delivered in the United Kingdom during the twelve months ended March 31 was 2,279,532,000, an increase of 3.9 per cent. on the previous year, and showing an average of 61 deliveries to each person, of which 41 were letters. The total number of officers on the permanent establishment of the department is about 56,460, the number added during the year having been 1,609. The number of females included in this total is 3,872. Besides the foregoing, there are, it is estimated, about 48,900 persons employed by local postmasters, &c., throughout the country to aid in carrying on the business of the department, of whom about 16,000 are females. The list of retired officers in receipt of pensions shows a total of 3,319, whose pensions amount to £177,135 a year. The Parcel Post business has increased largely. The total number of parcels posted during the year was £36,731,786, an increase of nearly 12 per cent. on the previous year. A parcel service by coach was established between London and Brighton on the 1st of June, 1887, and the result has been so satisfactory that it is intended to extend the system in other directions. The Parcel Post continues to be much used for the transmission of flowers, game, &c. It is calculated that over 12,000 parcels, containing upwards of 45,000 grouse, were received in London last autumn, and in the month of March vegetables in considerable quantities arrived in parcels from Algiers, while it was also noticed that in one week 3,787 parcels containing hats were posted in London alone. The number of letters, post-cards, book packets, newspapers, parcels, &c., received in the Returned Letter offices was 13,436,600, being a net decrease of 785,387. This decrease is chiefly owing, no doubt, to the fact that the correspondence of 1886-7 was abnormally large in consequence of the general election. It is also attributable probably in part to the increase of education, which causes letter writers to exercise more care and accuracy in addressing letters than was formerly the case. Of the total number received, 412,122 were unreturnable; 175,408 were registered or contained enclosures of value, and 25,726 were wholly unaddressed. Of these unaddressed letters, 1,553 contained money and cheques, &c., amounting to £7,111. The Christmas work was heavier than usual last winter, especially at the chief office in London. It is estimated that upwards of 41 millions of letters, parcels, &c., over and above the usual numbers were dealt with in London during the Christmas season.

SAVINGS BANK DEPARTMENT.

The business of the Post Office Savings Bank shows a considerable increase. During the year ended December, 1887, the deposits numbered 6,916,327, the amount being £16,535,932, being an increase of 353,932 in number, and £839,080 in amount on the previous year. There were 2,496,294 withdrawals, amounting to £14,680,279, as compared with 2,390,655, amounting to £13,689,943 in 1886. The total amount standing to the credit of depositors at the end of the year was £53,974,065, being an increase of £3,099,727 over last year. This total is exclusive of the sum of £3,345,106 Government Stock held by depositors. The number of new accounts opened during the year was 794,592, as compared with 758,270 in 1886, and the accounts closed were 574,252, as compared with 562,499. There was a large increase in the Government Stock investment business during the year, the investments numbering 18,204 and amounting to £915,047, as compared with 16,563 investments, amounting to £841,121, in 1886; while the sales numbered 10,216, and amounted to £462,785, as compared with 8,918 sales, amounting to £389,965 the year before. The total amount of stock held by depositors at the close of the year was £3,345,106, held by 40,270 depositors. This was an increase of 4,965 in the number of stock-holders and of £448,165 in the amount of stock, as compared with the year 1886. The average amount of stock held by each person was £83 1s. 4d., as compared with £82 1s. 1d. in 1886. The Life Insurance and Annuity business shows a slight increase. The effects of the reduction of the rates of commission on inland money orders, made on September 1, 1886, are becoming more apparent every year, and there was an increase of £618,568 in the amount of the inland orders last year, as compared with an increase of only £287,363 the year before, and a decrease of £1,561,354 in the year 1885-6, while the falling-off in the numbers of orders was 209,785 only, as compared with a falling-off of 595,731 in the previous year. The Postal Order business also shows a large increase; the amount transmitted by this means having been £14,696,000, or £1,737,000 more than in 1886-7.

TELEGRAPH MESSAGES.

The total number of telegraph messages forwarded during the year was 53,403,425, being an increase of 3,159,786 over last year. The London local messages show an increase of 13.8 per cent., the total number being 4,337,907. The process of placing the wires underground wherever possible has been considerably extended, and of the 1,745 lines of wire entering the central station in London not one is open. In many cases the wires are conducted underground for distances of twelve to twenty-two miles from this office. The celebration of her Majesty's Jubilee last summer caused an immense increase in telegraph work in London, amounting to nearly 60 per cent. over the ordinary average, and on the day preceding the Jubilee ceremony 30,597 local messages were transmitted through the central station, the total number of messages dealt with on that day in the central office being 124,291.

GROSS REVENUE AND EXPENDITURE.

The gross revenue for the year, including savings bank business, was £11,064,745, of which the principal item was postage on letters, parcels, postcards, newspapers, &c., £8,409,212. The estimated expenditure, of which the chief item was for postal service, including money order and postal order business, £5,362,195, amounted to £8,213,405, leaving a net revenue of £2,851,340, being an increase of £336,705 on the previous year. Comparing these figures with those of the previous year, the revenue showed an increase in the postage on letters, parcels, &c., of £222,693, and upon telegraphs of £105,025; and the expenditure an increase in the postal service, including money order and postal order business and expenses incurred by other departments, of £108,859.

THE UNIONIST DEMONSTRATION AT NOTTINGHAM.

The arrangements for the Liberal Unionist Conference and public meeting in Nottingham on the 26th of September, are being rapidly completed. The Conference will include representatives of Liberal Unionist Associations throughout the Midland Counties. Mr. Powell Williams, M.P., will preside, and the proceedings will be of a business character. The Duke of St Albans will take the chair at the evening meeting. In addition to Mr. Chamberlain, who is expected to make important speeches on both occasions, Lord Camperdown, Lord Belper, Lord Edward Cavendish, Mr. Craig Sellar, M.P., Mr. E. Heneage, M.P., Mr. A. Barnes, M.P., and Mr. H. Wiggin, M.P., have already promised to attend.

THE RAID ON A LONDON GAMBLING CLUB.

PROSECUTION BY THE TREASURY.

Alfred Rheese, thirty-six, a club proprietor, of 10, Sebon-street, Islington; Richard Wilson, forty-eight, an umbrella maker, of 45, Red Lion-street, Clerkenwell; William John Halcher, twenty-nine, an engineer, of Buckingham-street, Barnsbury-road; James Downes, forty-six, a barman, of 30, Maldon-street, Goswell-road; Frank Jackson, twenty-six, a printer, of 78, Wynford-road, Barnsbury, and Charles Harrison, sixty-one, a billiard marker, of 15, Rheidol-terrace, Islington, were charged, on a warrant, before Mr. Horace Smith at the Clerkenwell police-court, yesterday, with "having the care and management of, and with conducting the business of, a common gaming house at No. 9, Essex-road, Islington." Mr. St. John Wontner prosecuted on behalf of the Treasury, and Mr. Ricketts defended the prisoners.

Mr. Wontner said the men were charged upon a warrant issued by the Commissioner of the Police. Information had been given to the police authorities that the house No. 9, Essex-road, called the "North London Essex Club," was being kept as a betting and gambling club. Two plain-clothes officers had been directed to gain admission to the club, and they did so. They were admitted as members, and were told that they would receive tickets of their membership, but they never did so. They were at the club night after night until late, sometimes till three or four o'clock the next morning. Games of every description, in which boys and men took part, were played, and quarrels and scenes of disorder constantly taak place. Sometimes as many as eighty or 100 persons were congregated there gambling, some betting with Rheese, and many apparently carrying on the trade of bookmakers. Several games of cards and dice were played. There was one game in particular, called "legality," in which the managers of the establishment played against all comers. It was a game in which six numbers were marked upon a board, the players staked upon a number, the keeper of the bank threw against the players, and according to whether they were successful or not in the number they backed they won or lost. It was a pure game of chance. Another game played was "hazard"—he did not know whether it was the old well-known game of "hazard" or not. If it was, it was specially prohibited by Act of Parliament, under heavy penalties. The previous afternoon Superintendent Hunt and a large number of police officers went in a pantechnicon van to the premises and obtained admission, finding some seventy people there. They had power to arrest all found there, but they only arrested the proprietor and five others, whom they recognized as frequently being there. They took the names and addresses of the other men. They found six books relating to turf matters, eleven packs of cards, a "legality" board, seven dice and a box, two betting notices, and a box of "tips." All the money found on the prisoners was taken from them, and their books and papers. He asked that the prisoners should be remanded at once, on substantial bail, and the police evidence would be given next week.

Mr. Ricketts contended that the prisoners ought to have been summoned. There was at present no evidence against them. Some of them had nothing to do with the establishment, and all their money had been taken from them.

Mr. Horace Smith remanded the prisoners till next Wednesday, agreeing to accept bail—two sureties in £100 each for Rheese, and one surety in £50 for the other prisoners.

A POINT IN RAILWAY LAW.—Mr. Biron decided yesterday, at Lambeth police-court, that a traveller in a third-class carriage on the London, Chatham, and Dover Railway to Loughborough Junction had not defrauded the company of 1d. fare because, having overslept himself, he travelled by the last train beyond the Clapham-road station, to which he had taken a ticket, and at so late an hour of the night could not be sent back. Mr. Biron held that no offence had been committed.

A NEW PROMENADE PIER FOR DOVER.—A public meeting, attended by influential inhabitants and tradesmen, was held at Dover last night, to consider the advisability of erecting a new promenade pier in the bay, at a cost of about £25,000. The meeting was strongly in favour of the scheme, according to which the pier will have a pavilion for music-hall purposes, and the approaches are to be laid out ornamentally. The consent of the Board of Trade has been asked, the application being supported by the town council.

VISITORS FROM NORTHERN SEAS.—A large whale, stranded on the East Coast, near Snettisham, on Wednesday, was yesterday towed to Hunstanton. It is about 30 feet long. A smaller whale also came ashore at Heacham, near Hunstanton. A third whale, measuring 35 feet in length, was captured in the Medway, within two miles of Chatham. It got entangled in the net of a fisherman named Jewess, and gradually floundered into shallow water, where it was despatched with a gun.

SUDDEN DEATH OF A RAMSGATE SURGEON.—In connection with the sudden death of Mr. J. T. Hillier, the well-known surgeon of Ramsgate, an inquiry was held yesterday afternoon by Mr. Martin, coroner. It appeared that the deceased was sixty-one years of age, and had hurriedly ascended a steep hill at the railway station to catch a train, when he fell down and expired from heart disease. The deceased, who was a prominent member of the various learned societies, had been in practice for thirty years at Ramsgate.

THE FLOODS AT THE ISLE OF DOGS AND POPLAR.—Mr. Sydney Buxton, M.P., presided over a meeting of the committee of the relief fund, at Poplar Town Hall, on Wednesday. The survey committee reported that they had thoroughly disinfected 969 houses after removal of the flooring, and that about 100 houses remained to be similarly dealt with. The storm of Tuesday had caused the sewers in a portion of the district to again overflow into the houses. Coals were at once distributed and arrangements made to repeat the disinfecting process in the houses affected.

THE NEW WIMBLEDON QUESTION.—A meeting was held at the Queen's Hotel, Birmingham, yesterday, of the Midland Counties Volunteer Officers Association, Colonel Anstice, 1st V.B. Shropshire Light Infantry, presiding, to consider the question of the New Wimbledon. The association, which represents eleven volunteer battalions of infantry and two of artillery, passed a unanimous resolution in favour of the selection of Cannock Chase, and the secretary of the association was instructed to communicate with the various tactical societies in the kingdom with the view of enlisting their support.

DEATH OF SIR SAMUEL ROWE, K.C.M.G.—The death was announced in Leicester yesterday of Sir Samuel Rowe, K.C.M.G., for many years a British Governor-in-Chief in Africa. The deceased was a member of a well-known Leicester family, and began life as a medical student. He subsequently entered the public service, and rose by successive stages until he became Governor-in-Chief of the settlement on the Gold Coast. In this capacity he conducted some important negotiations, and a few years ago, on his return to England, received the honour of knighthood. He afterwards became Governor-in-Chief of Sierra Leone. His health beginning to fail, he went to Madeira to recruit, where he died on Tuesday afternoon.

THE ARAB ADVANCE IN AFRICA.

MISSIONARIES FIGHTING THE MAN STEALERS ON LAKE NYASSA.

A CORRESPONDENT of the *Times* at Quillimane, writing on July 9, sends interesting details of the campaign which the Arab slave-dealers are waging on the shores of Lake Nyassa.

THE BRITISH RALLYING POINT AT KARONGA.

My correspondent, writing from Karonga, at the north end of the lake, says:—

Our reinforcements have now nearly all arrived. We are twenty-six whites (Scottish and English) with nearly 400 natives armed with rifles. With this force we shall soon now make a move. The work is much more difficult than it was before, owing to the strengthening of the Arab stockades and the reinforcements supplied them; but there can be no flinching or drawing back now. The next mail that goes down the lake will, I hope, carry you news of our success.

At this stage in the progress of a struggle that is being watched with keen interest by all concerned in Central African affairs the letter closes, and some weeks will probably pass before more news reaches us. Twenty-six men—it is not a great number and yet it is the largest force of Europeans that has ever assembled in central tropical Africa. It is a general muster of a band of scattered Englishmen to fend off from Nyassaland an incursion of slave-trading Arabs, and to prevent, in the territories surrounding the most southern of the great lakes, a repetition of the scenes of slaughter and devilry that have been enacted in the countries of the Congo Free State west of the more northern lakes.

THE ARAB ADVANCE IN AFRICA.

This was inevitable if the Western wave of Arab conquest was to be stemmed. Other points of contact there had been, and at all where Europeans and slave-trading Arabs had met there had been conflict, or conflict had only been avoided by our retreat. Just one or two instances in proof of this. The London Missionary Society was at one time established at Ujiji on Lake Tanganyika, but has been compelled to retire before Arab antagonism to an island on the lake and to a station on the uplands between Nyassa and Tanganyika, or as far out of the way of Arab influences as a mission professedly for the Tanganyika could possibly go. The records of the Church Missionary Society stations on the Victoria Nyanza show a hard struggle for ten years past against Arab influences on the lake, and, though they have held manfully to their posts, individual members of the mission have been worsted and compelled to retreat. The murder, too, of their first bishop is thought by some to have been due to Arab intrigue and falsehood at the Court of M'tesa. A ruder struggle has taken place in the Congo Free State, which has ended, as all know, in complete Arab victory. The chief station of the State on the Upper Congo was captured, and Arab supremacy firmly established in the countries west of the Tanganyika. It is the frightful spectacle that the Arab campaign presented, of great areas of country laid waste and whole tribes exterminated, of indescribable barbarity and a wholesale slave trade, that has joined all sections of the British community upon the Nyassa in a common determination to withstand, if possible, the Arab advance upon the territories adjacent to that lake.

THE BRITISH PLAN OF CAMPAIGN.

The Arab attack on Karonga was the first act of the present struggle—the events that immediately succeeded the Karonga siege, for they are somewhat out of date. The arrival of the consul for the district, Consul Hawes, was the occasion of a general council, at which it was determined to attack the stockade of the leading Arab Mlozi (who had been sent up by his fellows as the Sultan of the Konde country), and the alliance of the Wa-Mwamba, who had aided us so effectually at Karonga, was again sought and gained for this purpose. The attack was made on the 23rd of December, but it was only partially successful. It was made, unfortunately, with a weakened force, the steamer being absent, and some of the party down with fever and dysentery. By a successful rush the stockade was forced, but the whites who entered it were not properly supported—the Wa-Mwamba allies—thinking on this occasion only of loot—and two of them (Messrs. J. Moir and A. Sharpe) being shot down, retreat became necessary. The effect of the assault was, however, good. What was now to be done? We were encamped on the borders of the "Great Elephant Marsh," the rains had already set in, and many of our party were down with fever; ammunition was short, our natives from the Shiré districts were openly grumbling at their lengthened stay, and reinforcements were imperatively needed. Nothing more could be done, indeed, in the disturbed districts until the rains slackened. To abandon the country wholly was felt to be impossible, and as five of the party volunteered to remain, it was decided that nearly all arms and ammunition should be turned over to them, and that they should take up a strong position on the hills at the Free Church Mission station of Mweni-wanda, forty miles from the lake on the Stevenson-road to Tanganyika. Meanwhile the others were to return south to organize a strong party properly equipped for their relief as soon as possible. These plans were carried out, and the steamer left for the south, and the up-country party left the Lake shore on the same day—January 5 last.

THE CHURCH MILITANT ON NYASSA.

A great part of the time of those at Mweni-wanda was taken up in collecting recruits, for which volunteers were abundant, and working up something of a disciplined band for junction with their friends when relief came. News of the arrival of the steamer at the north end of the lake with a relief party and mails reached them on March 6. Our colony on Lake Nyassa is essentially a peaceful one. It is, I may say, under the rule and guidance of its missionaries. The Free Churchmen on the western side of the lake were, I think, unanimous as to the necessity of stemming the Arab slave-traders' advance. Nor on the part of the English Universities' Mission, who work the east side of the lake, was there any opposing voice, for, though relieved from actual danger by the insular position on the lake their mission has taken up, Archdeacon Maples was far too liberal and farseeing not to realize the difficulties fully and to sympathize with them. From the large mission of the Established Church of Scotland there came only a hearty ring of support greatly encouraging to those on the lake who had incurred responsibility as well as danger in using arms, and who insisted upon the necessity for further active measures.

THE MISSION OF PEACE.

It was also felt that every effort should be made to effect a peaceful settlement, and it was arranged that the acting Consul should accompany the fresh party and do his utmost to negotiate peace. Messengers were at once despatched to Mweni-wanda, and a union was effected with the up-country party in the first week of March. In order that those who bore proposals for peace should not be embarrassed by the presence or proximity of an armed force, the Universities' Mission lent their steamer to the acting Consul, and accompanied by the Rev. C. P. Johnson, M.A., Mr. Buchanan proceeded to a place some distance south of Karonga. Interviews were there sought and obtained with the leaders of the hostile Arabs, and the origin of the quarrel, the attack on Karonga, and the events of the previous three months thoroughly gone into by both parties. But although a week was spent in palaver there appeared no hope of an honest and durable settlement. The Arabs, elated by our delays and well strengthened with reinforcements of men and supplies of arms, soon threw off the tone of wishfulness for peace they at first assumed. Negotiations were therefore broken off, and the Consul and missionaries left in themission steamer.

THE ATTACK ON THE ARAB STOCKADE.

There was now no alternative but to try conclusions a second time with the Arabs, and the first step towards this was to reoccupy Karonga at the base of the Tanganyika-road. Preparations were now pushed forward for the assault. The reports of reconnoitring parties showed that the task they had before them was far more difficult than when Mlozi's was attacked. Then the stockade was found a simple erection of poles, fixed in parts so feebly in the ground that they could be torn out by hand and at others left so open that our men squeezed themselves bodily through. Great crevices and ditches had also been left around the village, so that the assaulting party found perfect cover to within ten yards of the stockade. But the Arab defences were now vastly improved. Up to a certain height the stockades had been doubled, and, earth being driven in between the piles, shelter perfectly bullet-proof had been formed. For a couple of hundred yards around the village the ground had been levelled and cleared, so that it could not be approached except in the open. A number of pits—these were not discovered until the actual attack—staked and cleverly concealed, had been dug around the village. And beyond this, what is described to me as "a huge bullet-proof crow's-nest" had been erected in the centre of the village, from which sharpshooters overlooking the surrounding country could keep up a galling fire upon any approaching party. One weak point only showed itself. So numerous were the Arabs and their followers, that their huts, crammed closely together, were at certain points very near the line of stockade. If these could be fired, it seemed possible that they might be driven right out of their village, the stockade burned to the ground, and our object gained without further bloodshed. Fire darts were accordingly prepared with which to attempt this. All being ready, extra ammunition was served out, and on the morning of April 10 the attacking party moved out of Karonga station. It was the largest force hitherto assembled in the country, and consisted of eight whites, 275 natives armed with guns, and a huge following of Wa-Nkonde refugees armed with bows and arrows and spears. The village first to be attacked, and whose defences I have just described, was that of Salema, the nearest of the hostile Arabs. I should say here that the number of the Arab villages are four. Two are actually on the Stevenson road and have been built so that the road passes between and is completely commanded by them, while that of the leader Mlozi and another are twelve miles distant from the lake. It was against the strongest of the villages commanding the English road that it had been decided to direct the first attack.

THE BRITISH BEATEN BACK.

When the English force arrived within sight of the village all was curiously still. There was none of that shouting of defiance and wild blazing of gunpowder that forms an almost invariable accompaniment of African warfare. The Arabs seemed to have taken several leaves from our book at Karonga. But instantly we came into range there opened a well-directed fire from the stockade upon our whole line. From the crow's nest, too, which overlooked our approach, a nasty fire was poured. We replied with our heavy rifles and elephant guns upon the stockade, while some of our best shots, with Martini and other long range rifles, applied themselves vigorously to answering the fire from the crow's nest, Taking advantage of the general fire on the whole line, Frederic Moir, our leader, and one other of the whites rushed up on the right and poured a series of fire-darts in quick succession upon the nearest huts of the village. This portion of the attack seems to have been splendidly successful; in a few minutes the nearest huts flared up, and, the day being dry, the fire began rapidly to spread. "Quite a number of the defenders," writes one correspondent, "seeing their village in flames, began to bolt from it." But at this moment a sortie was made from Kopa-Kopa's village on our left, and, in the words of another correspondent, "a miserable scare was created among the mass of our native hangers-on in that direction, and they began to fall back in flight." Though Mr. Monteith at once went off with a number of our best boys and succeeded in driving back Kopa-Kopa's men, the panic, though temporary, had its inevitable effect, and our men would not come up as well as before. While urging his men forward Frederic Moir received a ball in the right arm above the elbow, which badly shattered the bone, and he was obliged to be led off the field.

RETREAT AND REINFORCEMENTS.

Retreat was now decided upon, and though it was orderly, nothing more than a partial success can be claimed, for the Arabs, though burnt out of one village, were left in actual possession of the field. It was very disappointing, for, as a third correspondent writes me, "had Frederic Moir not been shot down I am sure that in ten minutes more we should have carried the stockade." A muster at Karonga showed that though no one had been killed over thirty of our blacks had been wounded. It was a bad reckoning. Not one satisfactory point we gleaned from it. "Almost all our wounded were men who had been well in the rear, and from this we saw that the Arabs had not learnt the chief weakness of their fire, which has always been a tendency to fire high." This failing, no doubt, saved many of our advance party in the attack. While these events had been occurring at Karonga, a strong party of volunteers, including a few from Natal, had been gathering together at Blantyre. A distinguished soldier in the English army, who bore five medals, including that for "Distinguished Service," had been asked to take the leadership, and, having the urgent necessity for a proper control placed before him by the missions, had consented to go. This valuable reinforcement of whites was at once despatched, and it was upon the landing of the party at Karonga that my correspondent wrote the words with which I commenced this letter. My next will, I trust, bear you news of their complete success and of the tranquillization of the country.

W. E. FORSTER IN SOCIETY.

PERSONAL RECOLLECTIONS BY MRS. JEUNE.

MRS. JEUNE, of whose eminence as an entertainer we cited some description the other day, contributes to the *National Review* for September an article on Mr. Reid's "Life of Forster." She praises highly the impartiality and thoroughness of that book, but adds that "there is one portion of his life, namely, the social part of it, which hardly comes within the scope of Mr. Reid's work, and one which, I am sure, those who knew him did not regard as unimportant, and of which I may perhaps say something, for I had the great privilege of knowing him well and of seeing a great deal of him during the last few years of his life, from 1876 till 1886."

MR. FORSTER AS TAME LION.

"In London society," says Mrs. Jeune, "Mr. Forster was a very prominent and well-known figure. He was a great friend of Lady Waldegrave and constant *habituée* (sic) at Strawberry Hill and also at Lady Ripon's, and no one was a more pleasant guest, more keen or more thoroughly interested in every subject than he. In the days when I first remember Mr. Forster, I, in common with many other women, was a little afraid of, and rebuffed by the extreme frankness, at times amounting to roughness, of his manner in conversation. But as we knew him better, we were content and flattered to be allowed to form one of a circle that would sit near him, listening to him, and accepting with perfect composure and amusement the approbation or disapproval he expressed with perfect impartiality, and no lack of frankness, on the opinions of the smart and pretty women surrounding him."

THE "GORILLA" AND THE "GAMBLING DEN."

Mrs. Jeune goes on to tell some pleasant stories of Mr. Forster's good humour even to those who used him most despitefully. "The comical side of the whole matter appealed also strongly to his sense of humour, and often when talking most gravely or sadly of the misunderstandings and of the abuse levelled upon him, some epithet applied to him by the Irish party would suddenly be recalled to his memory, and he would throw himself back in his chair and, burying his hands deep down in his pockets, laugh heartily at the recollection.

"Many epithets and anecdotes applied to him by the Irish amused him greatly, and there were several in particular he used to tell me with the greatest relish. Some of the Irish national papers used to speak of the 'Chief Secretary sneaking down to his gambling hell,' alluding to the time in the afternoon when he walked down the principal streets in Dublin to the Kildare-street Club to play his rubber of whist. The other story referred to one of the balls at the Viceregal Lodge, which was badly attended on account of the strong feeling existing owing to the disapproval of the policy of the Government, when the same papers, in describing the emptiness of the ball, spoke of the 'shadow cast by the Chief Secretary like a great gorilla stalking across the empty ball-room.'"

"POOR OLD BUCKSHOT."

"The epithet 'Buckshot,' so often applied to him by the Irish party, was one he never resented; he often discussed and talked over its origin, and I remember a luncheon one Sunday when he and a late member of the Conservative Government sat for a long time arguing the matter, Mr. Forster entirely proving that it had first been introduced into Ireland during the Viceroyalty of the Duke of Marlborough, and that he was merely his vicarious successor to the title. During his last illness I received a letter from him, in answer to one in which I told him that one of the Irish members had inquired often kindly about him, and expressed sorrow at his protracted illness; and in his reply he says, 'I am pleased at what you tell me, if they could only see poor only Buckshot now they would be sorry for him, I think.' He never knew, for he had not the means of coming across many who were in touch with the Irish party at the time, with what interest many of them waited for tidings of him during his illness, and, when the end came, how genuine was the regret they expressed."

SAVED FROM THE WHIST-TABLE.

Of Mr. Forster's kindness and generosity, Mrs. Jeune tells the following story: "I was telling him one evening of a poor woman who had wandered up to London from Bradford, in order to conceal the secret of her shame from her relations and friends, who were in a respectable position there, and who had been sent to me to see if I could assist her. The story was a long and a very pathetic one, and he listened without saying much, and though I saw he was more interested than he cared to show, the only evidence of it was his fidgeting about in his chair with his hand in his pocket, from where, as he got up to go away, he produced two bank notes, which he slipped into my hand, telling me to use them for her as I thought best; and when I expostulated on the largeness of the sum he had given me, his only answer was, 'You had better keep them, for, if you don't, I am going to the Athenæum, and shall probably lose them at whist.' He never forgot about the poor woman, and the last day I saw him he spoke of her."

MR. FORSTER AND "TIM."

And Mr. Forster's kindness extended to animals. "There was one person," says Mrs. Jeune, "who looked regularly for Mr. Forster every Sunday, and who never missed him when he came, a large white Persian cat, who rejoiced in the name of 'Tim,' which Mr. Forster always laughingly declared was given to him out of compliment to a prominent member of the Irish party. However that may be, 'Tim' soon found out Mr. Forster's love for cats, and as soon as he heard him arrive he would follow him gravely upstairs, and sit on his lap while he remained, Mr. Forster stroking and petting him, and 'Tim' purring in undisguised enjoyment. It was a curious fact that 'Tim' never appeared except when Mr. Forster came, and always went downstairs when he left, and for months and months after his visits ceased, the cat never attempted to follow any one upstairs, or showed the least interest in any of my Sunday visitors."

A DISGRACE TO THE ISLAND.

The execution of a criminal named Rocchini at Sartène, in Corsica, is likely to cause a riot. The Corsicans have not seen the guillotine for fifty-three years, and they consider the presence of Deibler, the Paris executioner, to be a disgrace to the island. It is said that an effort will be made to shoot the condemned man on his way to the scaffold. Another report is that Deibler himself will be shot. Meanwhile, the guillotine has been kept waiting at Marseilles, a counter order having been telegraphed by the Minister of the Interior just as the headsman and his assistants were about to embark with their terrible cargo.

TO-NIGHT'S ENTERTAINMENTS.

LYCEUM THEATRE.

(Sole Lessee, Mr. HENRY IRVING.)

EVERY EVENING (except Saturday), at 8.15,

Mr RICHARD MANSFIELD as
DR. JEKYLL AND MR. HYDE.

MORNING PERFORMANCE TO-MORROW (Saturday), at 2.
Box-office (Mr. J. Hurst) open daily from 10 to 5.

CRITERION THEATRE.

(Lessee and Manager, Mr. CHARLES WYNDHAM.)

BETSY, EVERY EVENING, at 9. Messrs. W. Blakeley, H. Standing, A. Maltby, A. Bouchault, and Geo. Giddens; Mesdames Rose Saker, F. Robertson, E. Terriss, F. Moore, E. Penrose, and Lottie Venne. Preceded by, at 8.10, THE DOWAGER. Doors open at 7.45. N.B.—Stage and Auditorium Lighted entirely by Electricity.

ADELPHI THEATRE.

(A. and S. GATTI, Sole Proprietors and Managers.)

THIS EVENING, at Eight, THE UNION JACK. Mr. William Terriss; Messrs. C. Cartwright, J. D. Beveridge, J. L. Shine, L. Cautley, D. Somers, H. Russell, E. Lennox, &c.; Miss Millward; Mesdames Helen Forsyth, O. Nethersole, D. Drummond, E. Bufton, and Clara Jecks. At 7.15, THE REFUGEES. Mr. D. Somers, Miss Agnes Miller, &c.

TERRY'S THEATRE.

(Sole Lessee and Manager, Mr. EDWARD TERRY.)

(Acting Manager, Mr. H. T. BRICKWELL.)

The safest and coolest Theatre in London, constructed entirely with concrete and iron, absolutely fireproof, lighted throughout with electricity.

TO-NIGHT, at 8.30, A. W. PINERO'S New Three Act Domestic Drama, SWEET LAVENDER. 168th Time. Messrs. Edward Terry, Alfred Bishop, Brandon Thomas, T. C. Valentine, Bernard Gould, F. Kerr, Sant Matthews; Mesdames M. A. Victor, Carlotta Addison, Maude Millett, and Norreys. Doors open at 8. Carriages 11. MATINEE EVERY SATURDAY, at 2.30. Seats at the Libraries and Box-office, open from 10 to 5. Telephone 2,702.

GLOBE THEATRE.

(Lessees and Managers, Mr. EDGAR BRUCE and Miss EDITH WOODWORTH.)

THIS EVENING, at 8.45, BOOTLES' BABY. 102rd Time. Messrs. Charles Sugden, Edmund Maurice, C. W. Garthorne, Forbes Dawson, Gilbert Farquhar, C. Kent, and Charles Collette; Mesdames Webster, Henrietta Lindley, Rose Evelyn, Maud Merrill, Minnie Terry. At 7.45, TRUE COLOURS. Messrs. Forbes Dawson, A. J. Byde; Mesdames Gilfard and Florence Grant.

PRINCE OF WALES' THEATRE.

(Sole Lessee and Manager, Mr. HORACE SEDGER.)

EVERY EVENING, at 7.35, WARRANTED BURGLAR PROOF.

At 8.30, punctually, DOROTHY. (707th Performance.)

Mesdames Marie Tempest, Florence Perry, Harriet Coveney, F. Neville, and Amy Augarde; Messrs. Ben Davies, Furneaux Cook, Arthur Williams, J. Le Hay, Edward Grinn, and C. Hayden Coffin. Musical Director, M. Ivan Caryll. Doors open 7.30. Box-office open from 10 till 5.

MATINEE EVERY SATURDAY, at 2.30.

ITALIAN EXHIBITION.

In Concert Hall and Theatre, FRATELLI FRANDI'S MARIONETTES, "AMOR" and "THE LIVING SKELETON," at 3 and 7.45 P.M. The NEAPOLITAN MANDOLINISTS at 4.30 and 9 P.M.

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SAVOY.—Proprietor and Manager, R. D'OYLY CARTE.—THIS EVENING, at 8.30, THE MIKADO, Japanese Opera. By W. S. GILBERT and ARTHUR SULLIVAN. At 7.30, MRS. JARRAMIE'S GENIE. Box-office open from 9 A.M. till 11 P.M.

SAVOY.—THE MIKADO.—THIS and EVERY EVENING, at 8.30, and SATURDAY AFTERNOON, at 2.30, until further notice. Messrs. G. Grossmith, R. Barrington, R. Temple, R. Cummings, and J. G. Robertson; Mesdames G. Ulmar, S. Grey, A. Cole, and Rosina Brandram.

SAVOY.—THE MIKADO.

COMEDY THEATRE. — TO-NIGHT, at 9 o'clock, a New Farcical Comedy, in three acts, entitled UNCLES AND AUNTS, by W. LESTOCQ and WALTER EVERARD. Mr. W. S. Penley, Mr. Charles Groves, Mr. Wilfred Draycott, Mr. W. F. Hawtrey, Mr. Walter Everard, and Mr. W. Lestocq. Miss Cissy Grahame, Miss Maria Daly, Miss Caroline Hood, Miss Kate Lee, and Miss Vane Featherston. Preceded by, at 8, BARBARA. Messrs. A. Andrews, Norman Bent, Misses May Scarlet and Cissy Grahame.—Business Manager, Mr. E. F. BRADLEY.

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Vocalists This Evening: NIKITA, Mdme. BELLE COLE, and Mr. SYDNEY TOWER.
Mr. HOWARD REYNOLDS (Solo Cornet).
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NOTE.—TO-MORROW (Saturday), Vocalists: NIKITA, Mdme. ANTOINETTE STERLING, and Mr. SYDNEY TOWER.

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Will REOPEN on SATURDAY, September 22.
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MR. BRADLAUGH'S LEGAL EXPENSES.

We have received the following additional subscriptions, which we hand over to Mr. G. Anderson, Treasurer of the Defence Fund, 35A, Great George-street:—

William Tebb	£5 0 0
S. M. Milne, Bradford	5 0 0
Sutton Palmer	5 0 0
C. N. Nightbody	5 0 0
W. Galloway	5 0 0
E. Maberly	5 0 0
C. G. Fothergill, Liverpool	1 0 0
Mrs. G. P. Macdonell	0 10 6

FROM THE TREASURER.

SIR,—Will you kindly insert the list of subscriptions herewith received to date? I have had some applications for subscription lists, which I have complied with. Any others wanted I shall be glad to send on application.

GEORGE ANDERSON, Treasurer.

"BRADLAUGH FUND. SUBSCRIPTION LIST."

	£ s. d.
Received through Mr. Bradlaugh, acknowledged on Tuesday in the *Pall Mall Gazette*	260 0 0
J. C. Addich	0 5 0
W. Hitchener	0 10 0
J. Hawkey	1 1 0
E. Ashworth	0 5 0
Wall, Jun.	0 15 0
Received through *Pall Mall Gazette* as per Tuesday	73 4 0
Received through *Star*	8 19 0
Received direct by Treasurer:—	
Albert Raphael	0 10 0
John and Sarah	0 5 0
Religious Freedom (promised through *Pall Mall Gazette*)	5 0 0

FROM OTHER SUBSCRIBERS.

SIR,—Whether this charge is made out I shall not stop to inquire; but one thing is certain, that in these times, when, according to Mr. Herbert Spencer, our liberties are constantly and rudely interfered with by Parliament, a statesman of the calibre of Mr. Bradlaugh ought not to be permitted to bear the burthen of a debt contracted, during an arduous and unequal struggle, in defence of the just rights of his constituents, religious toleration, and personal freedom. In this contest he has displayed conspicuous courage, tact, and courtesy. Enclosed is a cheque for £5 towards the fund considerately initiated in your columns.—Yours faithfully, WILLIAM TEBB.

7, *Albert-road, Gloucester-gate, August* 29.

SIR,—However much we may have objected to some portions of Mr. Bradlaugh's action in the past, none can deny that since he has been recognized as a member of Parliament his industry, courtesy, and ability have shown him to be worthy of all honour. It would, therefore, be a national calamity if your appeal on his behalf should fall unheeded, and that he should consequently be obliged to resign his office. Unfortunately, few secularists are rich, and though many, like myself, would gladly contribute according to their means, they are not in a position to start a subscription in the orthodox manner. As, however, this is not for an orthodox man, I will venture to offer my guinea towards freeing a great champion of freedom from the fetters of pecuniary obligation. Surely among those who have benefited by his efforts there must be a thousand who can and will do likewise. Then if 2,000 will give 10s. 6d., 4,000 5s., 8,000 2s. 6d., and 20,000 1s., we shall raise £5,000. This will probably suffice for the present need.—Yours obediently, ROBERT B. HOLT.

Bedford-place, Russell-square, August 26.

SIR,—I saw your article on this subject while out of town. Mr. Bradlaugh has been fighting not only his own battle, but also the battle of religious freedom. He should not be left to fall without help from the many Englishmen to whom religious tolerance is a dear privilege, sanctified by the blood and sufferings of many generations. If you will open a fund I shall be glad to contribute £5, and I only wish my means permitted me to give ten times the sum. In matters of theology I believe we should be tolerant of everything except intolerance, and I therefore sign myself your obedient servant,

August 27. RELIGIOUS FREEDOM.

DEAR SIR,—Referring to the article published in your issue of the 24th inst. bearing upon the financial position of Mr. Bradlaugh, allow me to thank you sincerely for bringing this matter under the public notice of many admirers of Mr. Bradlaugh, who, however, do not entirely agree with either his theological or political views. But, Sir, I must take objection to your remarks about the stinginess of the sceptics. Had you headed your article "The Ignorance of the Sceptics with regard to the Financial Position of their Champion," you would have spoken truly. If Mr. Bradlaugh had, in true orthodox Christian fashion, advertised by every possible means his penury, had had collecting cards printed, got a few hundred parents to send their darling children out cadging, had had a grand bazaar or two with a somebody with a big name to preside, had found an energetic ladies' man who could get up a few concerts in the select suburbs of London and charge about 2s. 6d. admission, where papa buys the tickets, but does not attend, and mamma goes to hear her own children, Tottie and Jacko, play a

duet; and, finally, had Mr. Bradlaugh carried a collecting-book and duuned everybody he knew—in fact, everybody he came in contact with—to subscribe, he would not now require the needful to pay off the abominable expenses of his useful litigation. I feel confident, now that the matter is ventilated, that the amount required will soon be subscribed. Enclosed, please find cheque for 21*s.*—Yours truly,

W. H. Purkiss.

Hornsey, August 27.

Sir,—Having seen, with much regret, that Mr. Bradlaugh is in pecuniary difficulties, and having deep interest in the cause he has fought for, and great admiration for the determination and ability he has shown in the struggle, it gives me much pleasure to enclose you a cheque for £5 towards the fund.—I am, Sir, yours very faithfully,

Sutton Palmer.

Duncraggan, Brig of Turk, Callander, N.B., August 28.

C. N. Lightbody presents his compliments to the Editor of the *Pall Mall Gazette* and begs to enclose cheque for £5 towards Mr. Bradlaugh's legal expenses. He thanks the Editor for giving publicity to the fact that admirers may express their appreciation by shouldering part of the costs.

The Grange, Belvedere, Aug. 30.

Sir,—I enclose cheque for £5, and shall feel obliged by your placing it to the credit of the fund you are now raising for the benefit of Mr. C. Bradlaugh.—Yours fathfully,

W. Galloway.

3, *Drapers'-gardens, London, E.C., August* 30.

Dear Sir,—I enclose two cheques of £5 each for the defence funds of Mr. Parnell and Mr. Bradlaugh as men who have suffered in the cause of liberty and human progress.—Truly yours,

E. Maberly.

Avonmouth House, Christchurch, Hants, August 30.

THE BEST AMERICAN TRAINS.

The "race to Edinburgh" has been attracting some attention in America, and the *New York Nation* admits that in railway speed America is beaten by England. It says:—"The West Coast route (London and North Western Railway) runs a train 400 miles in eight hours. On the opening day this train arrived at its destination eight minutes ahead of time, having made the run at the rate of 50 2-3 miles an hour, including stops, or 53 3-5 miles, excluding stops. The first of these figures is quite without precedent for the distance in question, or in fact for any long-distance run. The last is not. There is at least one American record which surpasses it in many particulars. On the West Shore Road, July 9, 1885, a special train a trifle heavier than the Scotch express was run from East Buffalo to Weehawken, 422.6 miles in 9 hours and 23 minutes, including 20 stops. A special train, arranged on short notice, was of course liable to detentions of this kind. It is said that 1 hour and 34 minutes was lost in this way. Making this deduction, and deducting in the same way the time lost by the English train, we have the following results:—

	Distance. Miles.	Time. H. M.	Running Rate. Miles per Hour.
L. and N. W.	400	7 25	53.60
West Shore	422.6	7 49	54.06

These results are practically equal; for we suspect that the time allowance for stops was computed in a manner which gave a slight advantage to the West Shore. But certain parts of the West Shore run were better than anything in that of the London and North Western, sixty-one miles from Buffalo to Genesee Junction being made in fifty-six minutes actual time, or at the rate of sixty-five and one-quarter miles an hour. The last part of this run was made at a rate of from 83 to 87 miles an hour; while the maximum attained in the English run was only about 75 miles an hour. Two hundred and one and seven-tenth miles from Buffalo to Frankfort, with eight full stops (besides five partial ones), were made in an actual time but slightly greater than that required in England for the same run with one stop, and at an average running speed, excluding stops, barely under sixty miles an hour. This record, though ignored in some English accounts of railroad speed, is thoroughly well attested. It is decidedly the best we have. A Grand Trunk special of June, 1886, is said to have made 229½ miles in 237 minutes, excluding stops, or 58½ miles an hour; but this, even if thoroughly well established, does not equal the record of the West Shore. But of regular trains we have none which can come anywhere near the English record in this matter. The best for the distance in question is the Chicago limited, from New York to Buffalo, which takes 10 hours 45 minutes to run 440 miles—a weak showing as compared with the 400 miles within 8 hours on the London and North Western. The best of the Washington expresses now takes 5 hours and 18 minutes to make the 226 miles between Jersey City and Washington. But the distance in this case is much shorter and the time record far from equals that of the best English trains. For short distances, especially between New York and Philadelphia and between Baltimore and Washington, we have had trains scheduled to run at rates above fifty miles an hour; but the crnditions of short-distance running are more favourable for high speeds."

AN APPEAL FOR BOOKS.

"Three years ago," writes Miss Bradley, from Askham, "you kindly allowed me to appeal through your columns for help in starting a free library in this very benighted place. Thanks in a great measure to the response from some of your readers, the library now contains over 400 books. The population exceeds 3,000, and consists almost entirely of workers in the pits or iron-works, without the usual admixture of middle or upper classes; and the civilizing influence of books is especially needed. Novels are more in request than any other class of book, "East Lynne" being far and away the favourite; but we should be particularly glad of bound magazines, a really good History of England (those we have of England and Ireland are always out), biographies, and children's books. The good done by this library is undoubted. Many men have been kept out of public-houses by their wives and children reading exciting tales to them at night. One young teacher was enabled to pass an examination through the aid of some of our stiffer books; while the fact that many of the people read the same books gives them something to talk about besides their neighbour's shortcomings. Books—old or new—should be sent to Dr. Challinor, Askam-in-Furness, Cornforth."

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